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Ontario
Dept. of Highways
Report



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ANNUAL REPORT
OF THE
DEPARTMENT OF HIGHWAYS
ONTARIO

FOR THE FISCAL YEAR ENDING MARCH 31st

1953/1954 - 1956/57

PRINTED BY ORDER OF
THE LEGISLATIVE ASSEMBLY OF ONTARIO

SESSIONAL PAPER No. 32



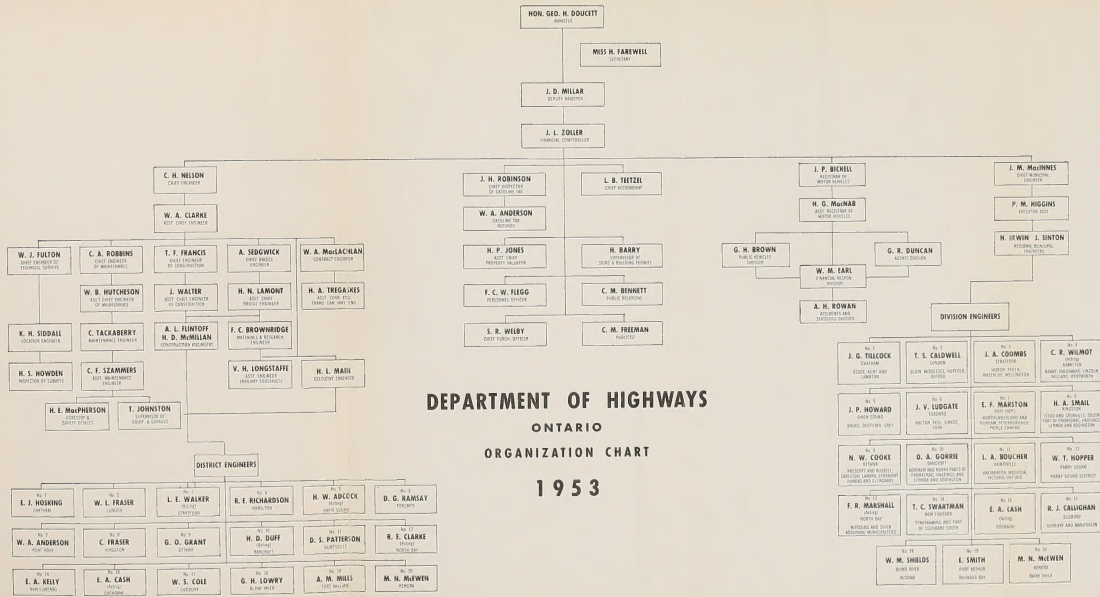
ONTARIO

TORONTO

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1954





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TO THE HONOURABLE LOUIS ORVILLE BREITHAUPT,
Lieutenant-Governor of the Province of Ontario.

MAY IT PLEASE YOUR HONOUR: —

The undersigned has the honour to transmit the Annual Report of the Department of Highways, Ontario, for the fiscal year ending March 31st, 1954.

Respectfully submitted,

Geo. H. Doucett,
Minister of Highways.

Department of Highways, Ontario,
Toronto, April 1, 1954.

TO THE HONOURABLE GEO. H. DOUCETT,
Minister of Highways, Ontario.

SIR: —

I have the honour to present herewith Report on the activities of the Department of Highways for the Fiscal Year ended 31st March, 1954.

The report covers operations and functions performed by the various branches, including King's Highways, Municipal Roads, Bridge Construction, Accounting, Gasoline Tax and Motor Vehicles.

I have the honour to be, Sir,

Your Obedient Servant,

J. D. Millar,
Deputy Minister.

Department of Highways, Ontario,
Toronto, April 1, 1954.

HIGHWAYS OF ONTARIO**J. D. Millar, Deputy Minister**

In the period covered by this Report for the fiscal year ending March 31, 1954, the expenditure by the Province for construction and maintenance of the King's Highways, financial assistance to the municipalities, payments from the Unsatisfied Judgment Fund, etc., totalled approximately \$116,070,000, a decrease of \$5,680,000 from the previous year. In addition to this amount, approximately \$2,700,000 being the year's contribution by the Federal Government on the Trans-Canada Highway, was also expended, making a total of \$118,770,000. Receipts from all sources totalled approximately \$115,230,000, an increase of \$11,030,000 over the previous year. The excess of \$840,000 of net expenditure over revenue was covered by funds provided by the Legislature under a special vote of \$40,500,000 for the Highway Reserve Account. Including the \$30,000,000 vote in the fiscal year ending March 31, 1953, the Highway Reserve Account now has \$70,500,000 voted for projects involving large capital expenditures.

As will be noted in the report of the Chief Engineer, an additional 355 miles of bituminous hot-mix pavement and 191 miles of bituminous cold-mix mulch, or a total of 546 miles of improved driving surface, was laid on gravel roads throughout the Province. Some 257 miles of hot-mix surfacing was carried out in maintaining and improving existing pavements. Progress on the Trans-Canada Highway fell off from the previous year with 31 contracts operative as compared with 51 in the 1952-53 fiscal year. Since the signing of the agreement between the Federal Government and the Province in April, 1950, a total of approximately \$37,700,000 has been expended in building Ontario's portion of this national undertaking, of which the federal contribution is \$16,700,000. Steady progress was made on the construction of Highway No. 401, a controlled access highway slated eventually to cross the entire southern portion of the province from Windsor to the Quebec border. During the year some 17 contracts were active on this route involving 90 miles of grading. The Atikoken Highway, commenced in 1951, was open for winter traffic in the early part of 1954, opening a new mining, tourist, and lumbering area to the motor vehicle.

In August, 1953, an investigation carried out by the Chief Maintenance Engineer, the Executive Assistant to the Deputy Minister and the Provincial Auditor disclosed irregularities in the Fort William Division office, which led in January, 1954, to a province-wide investigation of the procedure of the Department. Fraudulent engineering practice was disclosed with the investigation continuing at the end of the Fiscal year on March 31, 1954.

The report of the Municipal Roads Branch shows that subsidies in aid of Municipal Road Improvement totalled \$27,217,000, almost identical with the \$27,139,000 subsidy of the previous year. It is worthy of note that while subsidies to Counties and Townships were down from the previous year by approximately \$1,000,000, the subsidy to Cities and Towns increased by the same amount. Expenditure on Development Roads as provided by Part VI of the Highway Improvement Act for the building of roads essential to the tourist traffic and the general economy of isolated areas increased from \$1,680,000 in 1952 to \$1,750,000 in 1953.

For the first time in several years a marked increase in the administrative cost of the Department will be noted with an expenditure of \$5,320,000 for

salaries, travelling expenses, office accommodation, etc., as compared with \$4,700,000 in the previous year. Although Department expenditures have risen from \$45,800,000 in 1946 to a peak of \$125,850,000 in the 1952-53 fiscal year there had been very little change in the administrative cost. Necessity of extra staff, higher salaries, extra cost of travel, higher office rents and other items has been reflected in higher operating expenses. The staff that has carried the load of post war expansion of the highway system will require much extra help if it is to function efficiently.

The Report of the Motor Vehicles Branch follows the same pattern of the post war years. Registrations (1,406,119), Driver's Licenses (1,656,259) and highway fatalities (1,082) are all increased from the previous year. It is a negative conclusion, but worthy of note, that had the fatality rate in traffic accidents increased in proportion with the increase in the number of vehicle registrations since 1941, the figure could be over 1,700 rather than the 1,082 as reported for 1953. The staff of the Motor Vehicles Branch of the Department has given unstintingly of their time and effort in preventing this tragic figure from increasing as the number of cars has increased. The law enforcement officers will deal with the wilful and irresponsible driver. Won't you do your part, Mr. Average Motorist, in bringing this great menace under control?

REPORT OF THE HIGHWAYS ACCOUNTANT

By L. B. Teetzel, Chief Accountant

The following is a summary of the Receipts and Disbursements of the Department of Highways for the Fiscal Year, April 1, 1953 to March 31, 1954:

Receipts

Gasoline Tax Branch.....	\$ 86,301,852.87
Motor Vehicles Branch.....	26,182,979.83
Unsatisfied Judgment Fund.....	1,802,805.19
Miscellaneous	947,063.06
	<hr/>
	\$115,234,700.95

Disbursements

King's Highways.....	\$ 69,141,421.60
Sidewalks.....	41,249.07
Connecting Links.....	99,737.53
Development Roads.....	6,445,808.66
Development Roads, Part VI (H.I.A.).....	1,753,151.17
Unincorporated Townships.....	844,140.78
Stock (materials, etc.)*.....Cr.	40,756.96
Lands and Buildings.....	520,004.46
Weigh Scales.....	47,078.12
Road Equipment.....	1,362,434.63
Division Office and General Engineering.....	2,951,533.25
Traffic Census	59,721.75
Forestry.....	75,297.45
Dominion Government Repayments.....Cr.	2,700,487.53
Net General Expense.....	1,316,213.65
	<hr/>
	\$ 81,916,547.63
*Inventories March 31, 1953 — \$4,074,416.33	
Inventories March 31, 1954 — 4,033,659.37	
Decrease in stock.....\$ 40,756.96	
Subsidies in aid of County Roads.....	\$ 8,849,377.06
Subsidies in aid of Township Roads.....	11,477,684.36
Subsidies in aid of Cities, Towns and Villages.....	6,890,106.26
	<hr/>
Unsatisfied Judgment Fund.....	\$ 27,217,167.68
Administration, etc.....	1,611,022.80
Highway Reserve Account.....	5,323,473.53
	<hr/>
	40,500,000.00
	<hr/>
	\$156,568,211.64

The following statement shows the expenditures on account of Trans-Canada Highway since the signing of the Trans-Canada Highway agreement with the Federal Government on April 24, 1950, and the refunds received from the Federal Government since that date to March 31, 1954.

It also shows the further claims awaiting audit at that date and the estimated refund due on those claims.

	Refunded by Federal Government	Expended by Department
Refunded by Federal Government on account of work performed prior to April 24, 1950.....	\$ 1,569,640.35	
Expenditures by Department to March 31, 1951.....		\$ 7,043,559.23
Refunded by Federal Government to March 31, 1951.....	2,749,328.63	
Expenditures by Department to March 31, 1952.....		8,242,800.65
Refunded by Federal Government to March 31, 1952.....	3,453,866.43	
Expenditures by Department to March 31, 1953.....		11,746,130.41
Refunded by Federal Government to March 31, 1953.....	4,103,752.94	
Expenditures by Department to March 31, 1954.....		9,686,451.83
Refunded by Federal Government to March 31, 1954.....	2,486,859.69	
Expenditures by Department re property, etc. to March 31, 1954.....		994,549.79
TOTALS TO MARCH 31, 1954.....	\$ 14,363,448.04	\$ 37,713,491.91
Claims to be submitted on above expenditure (estimated).....	2,364,468.70	
	\$ 16,727,916.74	\$ 37,713,491.91
Less refunds by Federal Government (estimated).....		16,727,916.74
Net estimated cost to the Department of Highways to March 31, 1954.....		\$ 20,985,575.17

REPORT OF GASOLINE TAX BRANCH

By J. H. Robinson, Chief Inspector Gasoline Tax

The following data is respectfully submitted for the fiscal year 1953-54:

Gross Revenue

Receipts from Vendors under Agreement....	\$ 99,655,278.35
Receipts from Importers.....	163,134.44
Receipts re consumption of propane.....	14,598.23
Receipts re consumption of fuel oil.....	1,180,634.82
Receipts re miscellaneous items.....	41,626.56
Tax recovered re bad debts.....	19,854.91
	<u>\$101,075,127.31</u>

Refunds

	Per Cent	Number of Claims	Value
American.....	0.7	1,805.....	\$ 92,465.79
Aviation.....	12.8	798.....	1,877,817.59
Cleaning.....	1.7	1,576.....	252,501.79
Commercial Fishing.....	0.9	1,263.....	111,572.35
Contractors.....	2.9	1,508.....	433,788.10
Farming.....	56.4	172,192.....	8,366,354.82
Govt. of Canada.....	0.2	97.....	25,388.08
Industrial.....	2.6	3,622.....	385,826.37
Lumbering.....	1.0	402.....	145,848.75
Manufacturing.....	14.1	3,857.....	2,212,641.40
Mining.....	0.6	216.....	88,696.31
Miscellaneous.....	0.2	759.....	19,346.21
Motor Boats.....	0.7	7,030.....	100,995.73
Municipalities.....	0.1	168.....	16,440.13
Public Utilities.....	0.4	101.....	60,331.90
Pulp and Paper.....	1.9	266.....	272,909.50
Quebec Adjustment.....	0.3	1.....	36,609.64
Railways.....	0.8	93.....	103,844.11
Stationary Engines.....	0.7	1,818.....	99,953.62
Tourist Camps.....	1.0	1,480.....	132,860.47
		<u>199,052</u>	<u>\$ 14,836,192.66</u>

NET REVENUE FROM GASOLINE TAX

\$ 86,238,934.65

Gasoline Handling Licences

	Number Issued for the Calendar Year 1953	
Agents.....	2	\$.....
Importers.....	49	9.00
Mixers.....	144	100.00
Refiners.....	9	2.00
Transporters.....	2,531	2,468.00
Wholesalers.....	849	7,321.00
Retailers.....	13,351	10,067.00
		<u>19,967.00</u>

Gasoline Pump Permits

4,281 permits issued for the Calendar Year 1953..... 42,915.00

Miscellaneous Revenue

37.22

TOTAL NET REVENUE..... \$ 86,301,853.87

	Increase Over Previous Fiscal Year
Gross Revenue.....	10.5%
Net Revenue.....	11.1%
Tax Refunded.....	7.4%
Gasoline — Tax paid on 919,357,318 gals.....	83,321,321 gals. 10.0%
Gasoline — Tax refunded on 134,874,480 gals.....	9,331,009 gals. 7.4%
Fuel oil — Tax paid on 10,986,436 gals.....	1,518,337 gals. 16.0%
Propane — Tax paid on 142,986 gals.....	97,218 gals. 212.4%

REPORT OF THE SIGN AND BUILDING PERMITS BRANCH**By H. Barry, Superintendent**

I have the pleasure to submit the following report for the fiscal year 1953-1954.

Building Permits Issued

Number of Permits Issued.....	4,431
Valuation of Buildings.....	\$51,524,154.00

Sign Licences Issued

Licences Issued — \$15.00.....	315
Licences Issued — 7.50.....	1,483
Licences Issued — 1.00.....	988
Licences Issued — 30.00 — (Illuminated).....	105
Licences Issued — 15.00 — (Illuminated).....	136
Licences Issued — 2.00 — (Illuminated).....	23
1953-1954 Fiscal Year Receipts.....	\$ 19,227.50

NOTE. — Licences are issued according to the calendar year,
January 1st to December 31st, 1953.

ANNUAL REPORT - 1953-54**REPORT OF THE CHIEF ENGINEER, W. A. CLARKE**

During the Fiscal Year 1953-54 the relieving of traffic congestion near the heavily populated urban centres of the Province received special attention. This entailed the design and construction of extensions to the new dual Highway No. 401 across the southern part of the Province, which had been started in previous years, and also major improvements to existing highways. This work was interrupted in May 1953, when serious cyclones swept across the South Western part of the Province. Department trucks and other equipment were rushed immediately to the stricken areas, to assist in the moving of debris, and carry out other necessary relief service.

The construction of Highway No. 401 consisted of several major grading projects, each consisting of one or more contracts as follows:—In the Chatham division 13 miles of grading was completed under two contracts. In the London division 6 contracts were in progress totalling 36 miles of which 18.7 miles were completed. Toronto division had 5 contracts on Highway No. 401 totalling 24.5 miles of which 18.6 miles were completed. Highway No. 401 grading in the Kingston division was carried out under 4 contracts totalling 16.41 miles of which 7.3 miles were completed. In the Toronto division 30.2 miles of 23' pavement was laid on the newly constructed grade.

During the year, a start was made on improving and rebuilding Highway No. 27 from the Q.E.W. to Highway No. 401 as a fully controlled access highway, which will permit through east and west traffic to by-pass Toronto.

Construction was carried out on a new road, Highway No. 115, which will provide a better connection between the Peterborough area and Highway No. 401 in the vicinity of Newcastle. Three grading contracts were in progress on 17.2 miles of which 15.6 miles were completed to a gravel surface.

Grading continued on the Trans-Canada Highway in several divisions. In the Ottawa division, 9 contracts were operating and completed 14.14 miles. The Kingston division had 3 contracts working and 5.1 miles completed. In Huntsville division, 2 contracts completed 3.8 miles during the year. The Sudbury division had 12 contracts operating and completed 27.6 miles. In the Ft. William division, 3 contracts were working completing 6 miles. The Kenora division with 2 contracts completed 6.5 miles. It should be noted here that several of the above mentioned contracts had completed portions of the projects in previous years.

A new road connecting the Lakehead cities of Port Arthur and Ft. William with the iron mining centre at Atikokan, 86 miles in length which was started during the previous years, was completed to a gravel surface and opened for traffic.

Altogether during the year there were 163 grading contracts in operation, 75 of which were let during the current year. There were 55 hot mix paving contracts working, 36 being awarded during the current year. Resurfacing of old pavements was carried out under 40 projects, most of which were by contract and the remainder by day labour. Surface treatment on existing surfaces was carried out under 76 projects, mostly by contract, but some under day labour using department equipment and forces.

A summary of the work done in 1953-54 follows below:

Grading.....			513.34 miles
Granular base on New Grading.....	3,511,170 tons	on	283.59 "
Granular base, No Grading.....	1,701,934 "	on	289.92 "
Crushed Gravel and Stone by Contract.....	1,159,395 "	on	984.48 "
Crushed Gravel and Stone by Dept. Forces.....	419,067 "		
Bituminous Hot Mix Paving.....	974,084 "	on	354.74 "

Bituminous Cold Mix Mulch.....	289,209	"	on	190.82	"
Bituminous resurfacing old pavements.....	530,070	"	on	257.09	"
Bituminous surface treatment.....	1,279,906	gal. bit.	on	589.23	"
Bituminous prime on gravel surfaces.....	3,787,360	"	on	1,254.	"
Bridges Built.....				29	
Calcium Dust Layer.....	9,131	tons	on	2,375	"
Calcium for de-icing the roads.....	720	"			
Salt for de-icing roads.....	92,517	"			
Sand or (Cinders) for Winter Maintenance.....	555,103	"			
Snow fences erected, dismantled and stored.....				1,595.44	miles
Roads snow ploughed and kept open.....				11,095	"
Snow hedges maintained.....				96.59	"
Snow hedges added this year.....				14.88	"
Right-of-way fence erected.....				518.8	"
Equipment storage houses erected.....				251	
Equipment storage houses added this year.....				7	
Shrubs received from Nursery at Midhurst.....				106,549	
Shrubs received from other Nurseries.....				278,520	
Maintenance of Roadside Picnic places.....				947	
Maintenance of Roadside Picnic places added this year.....				27	
Maintenance of tables and benches in Roadside places.....				1,641	
Maintenance of tables and benches in Roadside places added this year.....				121	
Maintenance of tables and benches in Parks.....				1,335	
Maintenance of tables and benches in Parks added this year.....				48	
Maintenance of Off-road Parks.....				1,581.78	acres
Routine Maintenance on King's Highways.....				8,164.14	miles
Routine Maintenance on Secondary Roads.....				2,669.68	"
Routine Maintenances on Development Roads.....				14	"
Development Roads built.....				102.65	"
Mining Roads Built.....				40	"
Maintenance of Scale Houses.....				32	
Maintenance of Scale Houses added this year.....				3	
Automobile Protection at Railway Crossings.....				13	

EQUIPMENT BRANCH

During the Fiscal Year 1953-54, the Equipment Branch carried out work and projects covered by the following general headings:

- Supervision of all Department owned equipment and Division Garages.
- Purchase of new equipment for replacement and fleet expansion purposes.
- Supervising sales of obsolete equipment.
- Fabricating special testing and highway maintenance machinery at Downsview Avenue shop.
- Inspection of all new major equipment before acceptance.
- Supervision of equipment operator training and safe driving program.
- Various other special projects.

(a) Supervised the work of equipment maintenance personnel in all Division shops; supervised the repair, maintenance and operation of the following major equipment:

Equipment Operated

Trucks.....	1,031	Power Brooms.....	14
Power Graders.....	300	Moto Patchers.....	3
Tractors.....	431	Conveyors.....	2
Weed Sprayers.....	30	Eductors.....	2
Rollers.....	49	Pulvi-Mixers.....	18
Distributors.....	173	Leaning Wheel Graders.....	33
Compressors.....	79	Gradall.....	3
Scales.....	46	Ferries.....	4
Low Bed Trailers.....	20	Tractor Compressors.....	5

Cement Mixers.....	28	Core Drills.....	3
Cold Patch Mixers.....	20	Earth Augers.....	5
Loaders.....	19	Snow Blowers.....	11
Driers.....	14		

(b) New equipment was purchased to replace obsolete and worn out equipment, and to fill the demand for additional equipment to maintain the new highways of the Province's expanding highways system.

The equipment inspected, purchased and distributed to various Divisions was as follows:

Equipment Purchases 1953-54

Trucks.....	149	Conveyor.....	1
Power Graders	25	Mulch Spreader.....	1
Tractors.....	28	Swamp Buggy.....	1
Weed Sprayers.....	1	Gradall.....	1
Compressors.....	2	Asphalt Kettle.....	1
Stripers.....	2	Hydraulic Sander Bodies.....	64
Loaders	4	Snow Plows.....	22
Power Broom.....	1		

(c) Obsolete equipment was brought to central points, Department colours painted out, sales by tender or auction arranged and announced in local papers. The major units sold were as follows:

Equipment Sold 1953-54

Power Graders.....	4	Snow Plows.....	6
Tractors.....	2	Sandspreader (Old Type).....	20
Roller.....	1	Horse Mowers.....	4
Compressor.....	1	Asphalt Kettles.....	4
Multiple Blade Maintainer.....	1		

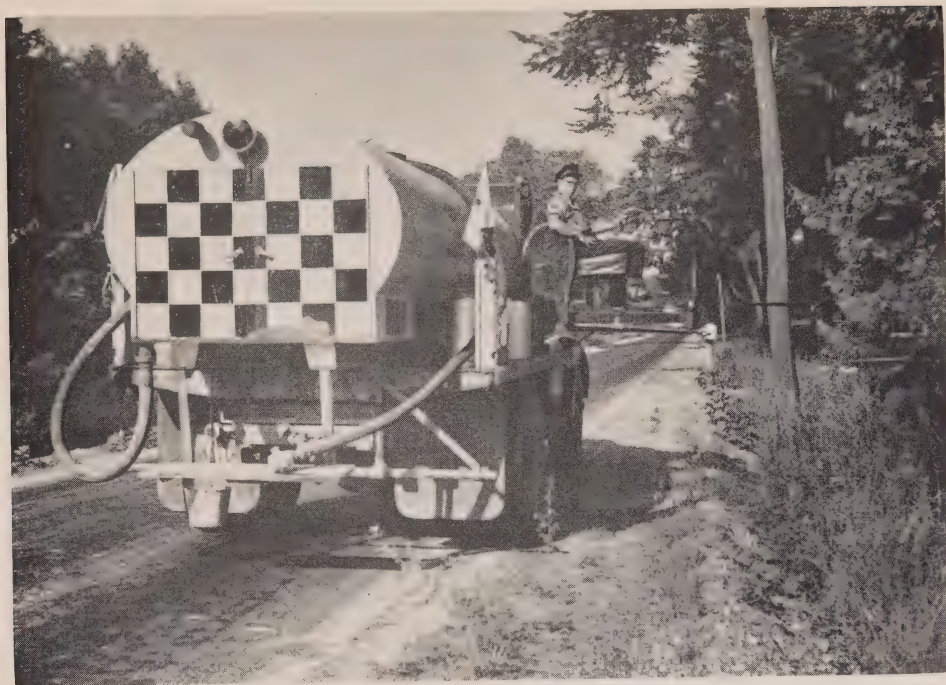
(d) The Equipment Branch engine and machine shop at Downsview Avenue performed the following work:

- (1) Machine Shop work for testing laboratory.
- (2) Building 2 Zone Striper bodies and equipment.
- (3) Delivering motor vehicle license plates throughout the Province.
- (4) Overhauls and service to Head Office automotive equipment.
- (5) Building 2 Zone Stripe Paint and Bead Mixers.

The Equipment Branch engine and machine shop moved into their new location in the fall of 1953.

(f) Supervision of equipment operator's training and Safe Driving Program included the following:

- (1) Four Division Equipment Instructors sent to Toronto University Safety School.
- (2) Eighteen Safety meetings, one at each Division, were held by the Safety Supervisor. These were dinner meetings at which motion pictures, with a safe driving theme, were shown, as well as various talks on safety given.
- (3) Two Porto-Clinics used for psycho-physical testing of drivers, were circulated about the Province and used by the Division Equipment Instructors.
- (4) Three District Truck Roadeos and one Final Elimination were conducted in the fall of 1953. The winners of the finals were sent to the Provincial Roadeo.



Weed Spraying Unit on Highway No. 7A



Automatic Spreader for sand or chemicals on Highway No. 4

- (5) A distinctive Roadeo Award Badge to be presented to Roadeo winners from each Division was designed and approved.
- (6) A number of operators were given special instruction by the Safety Supervisor.
- (7) All Divisions were visited several times during 1953-54 to assist the Division Equipment Instructors in the performance of their duties.
- (g) Various other special projects carried out by the Equipment Branch include the following:
 - (a) Further experimental work with three new types of sand and salt spreader bodies, their development and testing.
 - (b) A complete physical inventory of all Department mechanical equipment was made, and completely double-checked during the summer and fall.
 - (c) Investigations made into special equipment for mowing, paint testing, shoulder cleaning, engine testing, etc.
 - (d) Complete revision of all garage accounting, work, central repair records and equipment cost accounting was introduced into all Department Garages following the trial period of 1953-54.
 - (e) Semi-annual report of complete costs of maintenance and operation of equipment sent to the Equipment Branch from each Division for use in equipment cost and operation analysis.
 - (f) The setting up of an equipment Dispatcher in each Division, whose duty it is to keep track of the movement of all equipment and operators in the Division.
 - (g) Other similar projects.

MATERIALS AND RESEARCH BRANCH

The continued large volume of highway construction during the year resulted in the testing and inspection facilities being kept very busy, with some further expansion necessary. Research work was increased where necessary, so that investigations could be made in whatever field of construction the problems or difficulties were encountered.

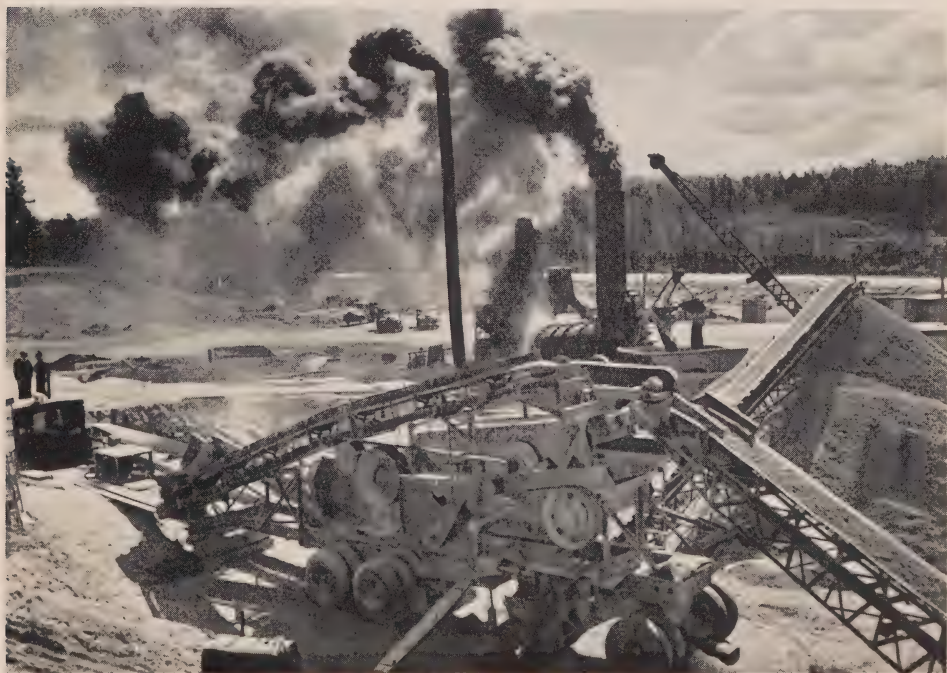
New or revised specifications with the resulting standardized methods and procedures for testing have been set up for the assistance and guidance of the Department in the purchase of many materials used in large volume. This refers to such items as weed and brush killing compounds, guide rail paints, traffic paints, reflectorizing glass beads, ice control chemicals, protective coatings for pipes, etc.

A two week conference and school for soils engineers and assistants was held. This school had a double objective. To serve as a period of instruction for junior members of the staff who benefited by instructions from those with more experience; and to provide an opportunity to introduce to the group as a whole any proposed new procedures, so that uniformity can be maintained.

A second school was held for the personnel of the aggregate section and particularly the asphalt supervisors, for the purpose of instructing those concerned as to the latest and most up to date features of aggregate processing plants. Methods for adjusting these plants for efficient operation and control of the product were outlined and discussed. It is expected that this instruction will help considerably in obtaining the best aggregates from crushing and screening operations.



Pavement Edge Maintainer on Queen Elizabeth Way



Department of Highways Asphalt Plant near Jellicoe

A summary of the general activities of this Branch is as follows:

A—SOILS SECTION

The present staff of trained and experienced soils engineers was not adequate to cover the large volume of investigation and construction throughout the Province. For this reason most of the work had to be confined to the southern part of Ontario.

The activities of this section involve: (a) a study of pavement and subgrade performance during the critical spring break-up period; (b) pedological or soil surveys and the location of suitable materials prior to construction; (c) assistance to Division personnel in the selection, placing and compaction of earth subgrade and granular base course materials; (d) investigations of subgrade soils and drainage, particularly through cut sections; (e) sampling, testing and reporting on the use of all grading materials.

The following is a breakdown of the work involved:

(1) Detailed soil surveys.....	254 miles
(2) Reconnaissance soil surveys.....	136 "
(3) Highway performance surveys.....	1,510 "
(4) Detailed supervision of equivalent single lane construction projects.....	585 "
(5) Occasional Supervision of equivalent single lane construction projects.....	115 "
(6) Preparation of construction profiles showing material distribution and subgrade treatment.....	551 "
(7) Checking of subgrade materials (hand auger and power auger).....	966 "
(8) Granular base course pits investigated and sampled....	574 "
(9) Earth borrow pits investigated and sampled.....	224 "
(10) Soil samples tested (Sheppard Avenue and London Laboratories).....	3,350 "
(11) Granular borrow samples tested (Sheppard Avenue and London Laboratories).....	690 "

An increase of about 40 percent in the total number of tests performed on soil samples indicates the general increase in activities in the soils section. An increase of eighty percent in the miles of detailed soil surveys meant that much better information was available for the planning of new work. On the other hand, detailed supervision of construction projects could not be extended to the whole of the Province because of insufficient staff of experienced men. The available men were stationed in the part of the Province where a greater concentration of work was being carried on.

Approximately 68,000 feet of power auger borings were taken during the year. Most of these were on proposed construction projects so that detailed soil conditions would be known and proper planning of the work could be carried out. The remainder of the borings were done on partially completed construction projects in order to check the work.

B—AGGREGATE SECTION

The following number of tests were carried out in the aggregate section:

Routine aggregate samples.....	2,179
Granular base course samples.....	922
Check samples from commercial producers.....	226

The greater number of the above tests were performed at the Sheppard Avenue Laboratory, although many were performed at the London Laboratory. The number of samples tested represents approximately a 90 percent increase over the previous year.

An endeavour was made to investigate possible sources of material, secure representative samples, and perform tests prior to the letting of contracts, in order that accurate information could be supplied to bidders as to the suitability of the available materials.

The petrographic analysis of coarse and fine aggregates was adopted as routine tests following development work of previous years.

(1) CONCRETE INSPECTION

Checking of aggregate materials for all concrete structures was carried out. The following number of routine tests were performed:

(1) Tests of concrete aggregates.....	523
(2) Compression tests on concrete cylinders.....	2,640

The above represents a very large increase from the previous year. This is a direct reflection of the increase in the number of concrete structures being built, particularly in connection with dual highway construction.

(2) BITUMINOUS SUPERVISION

The central pool of Bituminous Inspectors was used to aid the Divisions in maintaining detailed inspection of paving contracts. Senior personnel gave supervision and assistance on all bituminous paving contracts.

Pool inspectors were used on 25 contracts, while supervision was given on 88 contracts. A breakdown of the work is as follows:

Pool Inspectors used for detailed supervision of contracts.....	156 miles
Supervision and assistance by senior personnel.....	575 "
Bitumen samples tested	1,207
Actual bitumen tests performed.....	8,599
Check tests of paving mixtures.....	1,700

The increased mileage of bituminous paving has necessitated an increase in the number of men required for supervision.

A new system of obtaining bitumen samples from refineries and from shipments has improved the efficiency in this section. Samples are now received at the laboratory sooner than previously, thus allowing the products to be thoroughly checked before they are used in the field.

C—CHEMICAL OR MISCELLANEOUS SECTION

(1) PAINT

A large part of the work in the Chemical section is the testing of traffic paints. A total of 61 samples of paint and 18 samples of reflectorizing beads were submitted for test. On these samples a total of over 7,000 laboratory determinations and over 6,000 field determinations were made.

(2) SODIUM CHLORIDE

A new specification for sodium chloride for use in winter maintenance was drawn up.

An analysis was made of twenty salt samples.

This section co-operated with a Division in the investigation of a supply of salt which was not performing satisfactorily in the field. The difficulty was overcome and at the same time considerable insight into the mechanics of salt action in winter maintenance was gained.



Three stages in seeding. (1) Preparing slopes for seeding, Highway No. 401 near London



(2) Spreading straw mulch over newly seeded slopes, Highway No. 9



(3) Typical growth after seeding operation, Highway No. 11



Sodding slopes, Highway No. 9

(3) SUBGRADE PAPER

Five samples of subgrade paper were submitted and tested.

(4) ROADSIDE SEEDING

A study of roadside seeding methods, fertility, germination, and soil chemistry was made to ascertain how improvement in roadside seeding might be gained.

(5) HERBICIDES

A specification for herbicides purchased by the Department was drawn up to insure uniformity of the product supplied, and to provide a sound basis for competitive bidding. The necessary test methods for checking and control of the product have been established.

D—RESEARCH SECTION

(1) DESIGN OF BITUMINOUS MIXES

The work of this section has been considerably extended. Sufficient knowledge of mixes has been gained to provide a basis for the design of paving mixes in the laboratory. It is hoped to secure proposed materials for paving contracts and thoroughly test these in the laboratory so that the best possible mix from the materials available can be determined.

Several projects in the field on which the performance was not considered completely satisfactory were sampled for thorough analysis in the laboratory. The increase in traffic in recent years has made the design of bituminous mixes more critical.

Correlation with field samples has been made so that samples prepared in the laboratory accurately reflect the condition which would obtain under traffic.

(2) DEEP EXPLORATION AND STABILITY DETERMINATIONS

The increased programme of construction and the modern standards of design with the resultant heavy structures and deep fills have introduced the problem of stability of subsoils under these increased loads. Previously such critical sites as were encountered were investigated by contracting consultants. However, with the increased volume of work the Department has decided to carry out these investigations and has delegated this work to the Materials Branch. Field and laboratory equipment have been assembled, and technicians trained to perform the necessary tests, so that foundation and stability investigations can be made in the coming year.

(3) SUPPORTING VALUE OF HIGHWAY PAVEMENTS AND SUBGRADES

Work on this project has continued. A statistical analysis of results to-date has been made, and a design formula developed. On some of the major new construction this data has been used to determine the design requirements.

(4) LOSS OF SUBGRADE SUPPORT

Field work on this project is complete and a report will be prepared whenever the staff has available time to analyse the results.

(5) SOIL CLASSIFICATION

A preliminary classification has been made. Work is continuing in order to cover that portion of the Province not previously mapped.

(6) FROST HEAVE RESEARCH

The programme of laboratory freezing tests has been continued. In addition apparatus has been set up to perform permeability and capillarity tests. Sufficient data is now at hand to begin analysis.

(7) QUALITY OF AGGREGATE

Work is continuing in this field. No single test is sufficient to evaluate the quality of aggregates and additional efforts are being made to develop methods and test procedures to supplement those now accepted as standard.

SURVEYS BRANCH

TITLE SURVEYS

The summary of work completed for the fiscal year ending March 31st, 1954 by the Title Surveys Division of the Surveys Branch is as follows:

- (1) 437 land plans were prepared from field surveys along 562 miles of highway covering an area of 6450 acres and including 2992 owners.
- (2) 181 plans to illustrate descriptions to deed or acquire land, were prepared from field surveys along 45 miles of highway covering some 724 acres.
- (3) 39 Crown land plans and surveys along 60 miles of highway covering an area of 1759 acres.
- (4) 4 plans and descriptions from field surveys for gravel pits covering some 21 acres.
- (5) 6 plans of Indian lands entailing 1.5 miles of survey and covering 83 acres.
- (6) 91 land plans were completed from office records of previous surveys along 57 miles of highway, covering 1389 acres and including 311 owners.
- (7) 61 plans to illustrate descriptions to deed or acquire land were prepared from office records of previous surveys along 12 miles of highway covering 263 acres.
- (8) 16 plans of abandonment were prepared along 5.5 miles of highway covering 78 acres.
- (9) 1 plan of survey for the Municipality of Emo.
- (10) 1 plan of survey to define the limits of The King's Highway in Barton township, no property acquired.

The total for the above is as follows:

NO. OF PLANS	NO. OF MILES	NO. OF ACRES	NO. OF OWNERS
837	744	10,768	3,643

- (11) A total of 131 Assumption plans and 108 Reversion plans were prepared and registered, a schedule of which is shown.
- (12) A total of 1175 plans of proposed subdivisions were examined under the requirements of the Planning Act.
- (13) 4 Ontario Land Surveyor Apprentices passed the final examinations during the year, leaving 12 apprentices on staff.
- (14) 4724 permanent highway monuments were planted during the fiscal year.

**Schedule of Plans Prepared by Title Surveys of
1 Mile or More in Length During the Fiscal Year Ending March 31st, 1954**

TOWNSHIP	P-NUMBER	HIGHWAY	MILES
Adelaide.....	2538-7	8	3.17
Albion.....	2199-4	9	1.02
Albion.....	2199-5	9	1.06
Algona.....	2201-8	60	2.01
Ameliasburg.....	1508-5	14	1.48
Ashfield.....	2224-15	21	1.63
Bastard.....	2938-4	15	9.32
Bathurst.....	1880-8	7	6.25
Biddulph.....	1618-14	7 & 8	1.00
Bruce.....	2379-3	21	1.59
Burleigh.....	2356-10	28	2.31
Burleigh.....	2356-11	28	2.35
Burleigh.....	2356-12	28	1.44
Cavan.....	3056	115	1.67
Cavan.....	3056-1	115	2.54
Cavan.....	3056-2	115	5.92
Chinguacousy.....	2002-4	10	1.18

REPORT UPON HIGHWAY

TOWNSHIP	P-NUMBER	HIGHWAY	MILES
Clark.....	3064	115	2.06
Clark.....	3064-1	115	2.23
Coleman.....	2877-12	11	1.36
Collingwood.....	1671-13	26	1.48
Conger.....	2504-4	69	1.55
Derby.....	2392-19	6 & 21	1.46
Dereham.....	3062-1	401	1.52
Dorchester.....	3047	401	3.11
Dorchester N.....	3047-2	401	1.59
Easthope.....	2010	19	9.80
Edwardsburgh.....	1825-5	16	3.97
Edwardsburgh.....	1668-12	16	2.08
Elmsley S.....	1581-1	29	5.35
Ernestown.....	1824-3	2	1.52
Esquesing.....	1715-3	7	5.77
Etobicoke.....	2083-25	27	3.15
Etobicoke.....	2948-17	401	1.00
Etobicoke.....	2948-20	401	1.36
Fitzroy.....	1666-7	17	1.15
Gloucester.....	3017-1	17	2.62
Goderich.....	2017-27	8	10.64
Goderich.....	2017-33	8	2.06
Goderich.....	2543-19	21	3.06
Gower N.....	1590-11	16	2.34
Graham.....	2427-11	17	1.28
Gwillimbury.....	2969	88	4.79
Hagey.....	3045-1	120	3.87
Haggart.....	2692-16	11	6.72
Haggart.....	2692-17	11	3.51
Herschel.....	2832-15	62	2.92
Hope.....	2064-20	28	5.76
Howick.....	2841-4	86	6.65
Hullett — Tuckersmith.....	2011-25	8	2.55
Hullett — Tuckersmith.....	2011-28	8	5.30
Humphry.....	2360-22	69	3.05
Humphry.....	2360-23	69	1.45
Humphry.....	2360-24	69	1.32
Kendrey.....	2879-7	11	1.53
Kendrey.....	2879-9	11	8.51
Kendrey.....	2879-10	11	1.08
Kenyon.....	2883-6	43	6.23
Kincardine.....	2337-6	21	2.31
Kincardine.....	2337-7	21	1.14
Kincardine.....	2337-8	21	1.50
Kincardine.....	2379-4	21	2.49
Kingston.....	3036	401	7.98
Kingston.....	3036-6	401	1.14
Kitley.....	2380-5	29	4.43
Kitley.....	2380-7	29	5.13
Kitley.....	2380-8	29	6.84
Lancaster.....	3050	2	7.22
Lancaster.....	3051-1	2	6.84
Lancaster.....	3050-2	2	2.08
Lansdowne.....	2975-2	42	6.74
Laurier.....	2238-19	11	2.51
Luther W.....	1851-10	9	2.31
MacGregor.....	2821-30	17	6.84
MacGregor.....	2821-31	17	2.76
MacGregor.....	2821-32	17	4.14
MacGregor.....	2821-44	17	5.58
McGillivray E.....	2030-2	7	8.43

TOWNSHIP	P-NUMBER	HIGHWAY	MILES
McKim.....	3054	Azilda Road	3.30
Maidstone.....	3042	3	6.61
Maidstone.....	3042-1	3	3.80
Manvers.....	3052	115	3.30
Manvers.....	3052-1	115	2.08
Mara.....	2918-1	69	7.53
Markham.....	1658-32	7	3.61
Minden.....	2904-8	35	1.59
Mono.....	1835-6	10	1.74
Monteagle.....	2382-14	62	4.86
Mulmur — Mono.....	1836-11	89	2.92
Murray.....	1638-12	2	8.15
Murray.....	1968	33	1.64
Nairn.....	2982-2	17	1.67
Nairn.....	2982-8	17	1.74
Nepean.....	1591-13	16	1.33
Orillia S.....	3021-3	Orillia By-Pass	1.14
Orillia.....	3021-5	Orillia By-Pass	2.92
Orillia.....	3075	12	1.10
Oro.....	1726-7	11	4.21
Oro.....	1726-9	11	4.84
Oro.....	1726-10	11	1.48
Oro.....	1726-11	11	7.22
Oxford E.....	2081-5	2	2.36
Oxford E.....	3046	401	2.84
Oxford E.....	3046-1	401	4.31
Oxford W.....	1695-12	2	4.13
Oxford W.....	3035	401	4.20
Oxford W.....	3035-1	401	3.04
Oxford W.....	3015-3	401	1.36
Oxford W.....	3035-5	401	3.92
Peel.....	1868-9	9	1.19
Perry.....	2394-6	11	1.70
Perry.....	2394-8	11	3.95
Pickering.....	1849-4	7	1.82
Pittsburgh.....	2628-21	15	1.31
Plantagenet N.....	1867	17	2.38
Rama.....	2657-3	69	6.84
Rama.....	2657-4	69	5.55
Richmond.....	2860-5	41	10.83
Romney.....	1697-4	3	1.16
Romney.....	1697-5	3	1.46
Romney.....	1697-6	3	6.08
Romney.....	1697-7	3	8.57
Romney.....	1697-8	3	6.08
Scarborough.....	2920-28	401	1.21
Sherbrooke S.....	1879-7	7	3.83
Southworth.....	2331-43	17	2.45
St. Vincent.....	1908-21	26	2.22
St. Vincent.....	1908-23	26	3.42
Stirling.....	2560-9	17	1.33
Summers.....	3033-2	11	3.80
Summers.....	3033-3	11	1.36
Toronto.....	1659-16	10	1.81
Toronto.....	1659-17	10	7.37
Toronto.....	1659-18	10	1.72
Toronto.....	1659-19	10	7.22
Tilbury N.....	3008-2	98	5.32
Tuckersmith.....	2029-9	8	2.06
Turnberry.....	2766-8	86	1.25
Township 77.....	3072	17	3.87
Township 78.....	2306-1	17	7.71
Township 82.....	2843-3	17	9.57
Township 83.....	2803-13	17	3.94
Township 85-86.....	3055	17	4.46

REPORT UPON HIGHWAY

TOWNSHIP	P-NUMBER	HIGHWAY	MILES
Upsala.....	3013	17	5.32
Vaughan.....	1698-63	11	1.31
Vaughan.....	1716-28	7	1.31
Vaughan.....	1716-29	7	1.21
Waters.....	3014-1	17	4.33
Waters.....	3014-5	17	2.49
Waters.....	3014-6	17	1.15
Westminster.....	3053-2	401	2.83
Westminster.....	3053-4	401	1.41
Whitby.....	1771-5	7	4.88
Whitchurch.....	1900-23	11	5.58
Widdifield.....	2500-8	Airport Road	1.14
Widdifield.....	2785-21	N. Bay By-Pass	1.28
Wilmot.....	1549-11	7 & 8	6.51
Woodhouse.....	2095-5	24	3.11
Wolfe Island.....	1978-9	95	1.08
Wolfe Island.....	2903-13	96	1.08
Yarmouth.....	1783-26	4	1.94
Yarmouth.....	1783-27	4	2.39
York N.....	2770-191	401	1.78
York N.....	2770-196	401	2.08
Zone.....	2942-3	79	1.42
Zorra E.....	2378-13	19	5.17

Schedule of Controlled-Access Highways

Highway	Designated by Ontario Regulation Number	Mileage	Consolidated Regulations (1950) Number
No. 2 — Chatham south-westerly.....	39/45	6.19	406 Item 1
No. 3 — Windsor to Maidstone.....	39/45	11.10	406 Item 6
No. 11 — Town of Gravenhurst.....	161/51	1.31	.....
*No. 11 — Gravenhurst Northerly.....	113/53	20.21	.....
*No. 11 — North Bay Interceptor.....	218/53	8.33	.....
No. 27 — Malton Road to Q.E.W.....	39/45	7.56	406 Item 7
No. 102 — Hamilton to Dundas.....	110/51	1.61	.....
No. 400 — Toronto to Barrie.....	128/48	45.09	135 Item 1
No. 400 — Barrie Interceptor.....	190/52	6.00	.....
No. 401 — West Hill to Oshawa.....	184/50	18.63	134 Item 3
No. 401 — Toronto Interceptor — North York Twp. (W. of Yonge St.).....	110/51	6.84	.....
*Scarborough Twp.....	150/53	8.88	.....
No. 401 — Oshawa-Newcastle.....	292/51	12.81	.....
No. 401 — Prescott Interceptor — Highway 16 Westerly.....	46/52	2.20	.....
No. 401 — Gananoque to Brockville.....	352/52	29.44	.....
*No. 401 — Chatham to Windsor.....	48/53	9.66	.....
*No. 401 — Woodstock to Ingersoll.....	44/54	16.45	.....
No. 402 — Pt. Edward to Hwy. 7.....	63/46	3.39	406 Item 10
Ottawa to Quebec Boundary — Gloucester Twp.....	228/50	3.31	134 Item 4
*Cumberland Twp.....	112/53	9.98	.....
*Clarence Twp.....	112/53	9.89	.....
Q.E.W. — Fort Erie to Toronto — Excepting Burlington Beach Rd.....	121/50	85.68	134 Item 1
Town of Fort Erie.....	48/53	.71	.....
Rainbow Bridge Approach — Q.E.W. to Niagara Falls.....	121/50	2.60	134 Item 2

TOTAL MILEAGE AS OF MARCH 31ST, 1954 — 327.87

NOTE: — Danforth Ave. — Kingston Road Merger — Scarborough Twp. no longer a controlled-access highway.

* Denotes Highway designated during Fiscal Year ending March 31, 1954.

Total mileage designated during Fiscal Year ending March 31, 1954 — 83.40 miles.

LOCATION SURVEYS

The following is a summary of plans, etc., completed during the fiscal year 1953-54.

Study Plans

Area Mapped.....	874. sq. mi.
Area Contoured.....	376 " "
Projected Location	736. " "

Highway Plans

1" = 50'.....	12 miles
1" = 100'.....	297 " "
Revisions and proposed locations.....	324 " "

CONTRACTS CHECKED
312

PROFILES
654 miles

GRADES SET
728 miles

BRIDGE
55

RAILWAY BOARD
8

INTERSECTION
16

MISCELLANEOUS
9

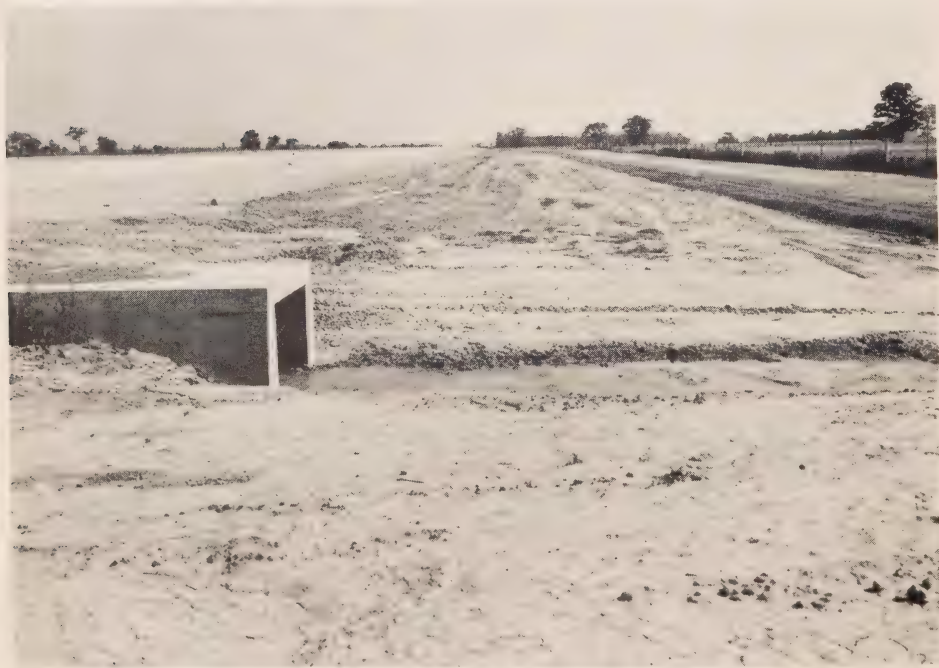
A detailed list of the above is as follows:

Aerial Study Plans

LOCATION	Area in Sq. Miles	Projected Location	Contours Sq. Miles
Study Plans — Scale 1" = 1,320'			
Trans-Canada Highway Plans:			
Chapleau to Wawa to White River.....	517	134	.....
TOTAL.....	517	134	.....
Study Plans — Scale 1" = 400'			
Trans-Canada Highway Plans:			
Lindsay to Peterborough.....	.....	10	.....
Ashton Station easterly.....	17.3	4.5	.....
TOTAL.....	17.3	14.5	.....
Additional Plans:			
Toronto to Windsor.....	.....	.....	.5
Freeman to Wolfe Island.....	20	.....	6.3
Brockville to Cornwall.....	66	.....	.....
Cobourg to Trenton.....	62	.....	2.25
TOTAL.....	148.0	.....	9.05
TOTAL FOR ALL PLANS (Scale 1" = 400').	165.3	14.5	9.05
Study Plans — Scale 1" = 600'			
Trans-Canada Highway Plans:			
Nipigon to Schrieber.....	28.1	7.1	28.1
TOTAL.....	28.1	7.1	28.1
Miscellaneous Locations.....	.....	491.9	.....
GRAND TOTAL FOR ALL PLANS.....	710.4	640.4	37.6
Mosaic			
Cobourg to Trenton.....	149	80	.....
Elmira westerly.....	12	1.75	.....
Brockville to Cornwall.....	.....	13.7	.....
MOOSAIC TOTAL.....	161	95.45	.....



Heavy rock fill, Trans-Canada Highway (No. 17)



Grading four-lane highway, on No. 401

Field Surveys and Plans

A total of 739 miles of field surveys were completed and are classified as follows:

Plans of present road 1" = 50'	12	miles
Plans of present road 1" = 100'	279	"
Plans of revisions and proposed locations 1" = 50'	14	"
Plans of revisions and proposed locations 1" = 100'	180	"
Miscellaneous plans	33	"
Bridge plans	44	"
Study plans	18	"

TRANS-CANADA HIGHWAY

Plans of present road 1" = 100'	18	"
Plans of revisions and proposed locations 1" = 100'	130	"
Bridge plans	11	"

A detailed list of the above is as follows:

Existing Highways

PLANS 1" = 50'

Highway		Ontario Food Terminal at Queensway	1.0	miles
"	11	Toronto City limits N. to Sheppard Avenue	1.0	"
"	2	Toronto City limits west to Mimico	1.0	"
"	27	Dixon Road north to Malton Road	2.5	"
"	33	Trenton northerly	2.0	"
"	122	Lower Middle Road	1.5	"
Q.E.W.		at Cawthra Road	1.0	"
Q.E.W.		at Burlington	2.0	"

PLANS 1" = 100'

Highway	6	Ryckman's Corners to Caledonia	10.5	miles
"	7	St. Mary's to Prospect Hill	16.5	"
"	7	Wisbeach westerly	10.5	"
"	7	Lindsay easterly	0.5	"
"	7	Resurvey (Plympton Township)	12.5	"
"	10	Markdale — Chatsworth	18.3	"
"	11	North Bay — Temagami	32.8	"
"	14	Belleville — Foxboro	7.2	"
"	15	Barryfield — Joyceville	15.5	"
"	21	Morpeth — Dresden	30.5	"
"	23	Monkton — Listowel	12.5	"
"	33	Trenton — Stirling	12.5	"
"	41	Denbigh — Eganville	35.0	"
"	79	Watford — Highway No. 7	5.1	"
"	98	Resurvey — (Rochester Township)	6.1	"
"	98	Maidstone Township	8.0	"
"	98	Resurvey (Sandwich South Township)	5.0	"

Revisions and Proposed Locations

PLANS 1" = 50'

Highway	11	Bracebridge Entrances, Muskoka Road	1.0	miles
Q.E.W.		Burlington Bridge	4.0	"
Q.E.W.		Service Roads, Shook Hill — Sheridan	9.0	"

PLANS 1" = 100'

Highway	3	West of Dunnville	6.0	miles
"	6	Miller Lake Diversion	7.0	"
"	17	Montreal River to Barrett River	18.0	"
"	18A	Kingsville westerly	1.5	"
"	29	Smiths Falls	11.0	"
"	33	Glenmillar — Stirling	7.5	"
"	41	Macavoy Lake	1.0	"
"	62	Combermere — Barry's Bay	4.0	"
"	87	Maitland River	0.8	"



Heavy earth cut, Highway No. 11



Heavy rock cut and fill, Trans-Canada Highway (No. 69)

Highway 401	Belleville easterly.....	14.0 miles
" 401	Woodstock — London.....	9.5 "
" 401	Road All'ce between Lots 30 & 31 (Sidney Twp.).....	0.25 "
" 401	Rd. All'ce between Lots 4 & 5 (Murray Twp.).....	0.5 "
" 401	Highway No. 15 westerly.....	20.0 "
" 401	Brockville westerly.....	2.0 "
" 401	Toronto — Windsor.....	45.0 "
" 401	Crystal Beach easterly.....	4.0 "
" 401	Cobourg — Trenton.....	6.0 "
C.A.H.	Freeman — Wolfe Island.....	7.0 "
New	Prop. Connection Q.E.W. to Freeman Survey.....	1.0 "
County Rd.	Between Hwy. No. 15 & Hwy. No. 2 Pittsburg Twp.....	6.0 "
Q.E.W.	Burlington Beach at Highway No. 20.....	4.0 "

Development Roads

PLANS 1" = 100'

Sudbury — Levack.....	3.0 miles
Highway No. 17 to Allumette, Pembroke and Westmeath Twps.....	1.0 "
Oliver Road.....	17.0 "
King Sideroads off Highway No. 400.....	21.0 "

Trans-Canada Highway (Present Highway)

PLANS 1" = 100'

Highway 17	Gurney — Pays Plat.....	18.0 miles
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Trans-Canada Highway**Revisions and Proposed Locations**

SCALE 1" = 100'

Highway 7	Peterborough — Omemee (New Location).....	11.0 miles
" 7	Peterborough By-Pass.....	8.0 "
" 17	L'Orignal — Point Fortune.....	15.0 "
" 17	Gurney — Pays Plat.....	5.0 "
" 69	Boyne River — Parry Sound.....	3.0 "
" 69	Burwash — Sudbury.....	16.0 "
" 69	Horseshoe Lake — Parry Sound.....	3.0 "
" 69	Footes Bay.....	2.5 "
New	Chapleau — White River.....	66.5 "

CONTRACT CHECKING

TYPE	No. CHECKED
Sanding Contracts.....	45
Granular Base and Crushed Gravel Contracts.....	71
Structure Contracts.....	26
Hot Mix Paving Contracts.....	75
Grading Contracts.....	55
Resurfacing — Surface Treatment	
Prime Dust Layer Contracts.....	33
Miscellaneous Contracts.....	7
TOTAL CURRENT CONTRACTS CHECKED.....	312

Number of Contracts RE-Checked or Final Estimates Prepared for Investigation Purposes — 7.

Field investigation of 44 contracts by one field party between May/53 and October/53 in regard to construction procedure and final estimate preparation was instigated and this investigation was carried out in all Divisions with compensatory results. This field investigation also necessitated the fabrication of some 10 proposed standards for field and office methods in preparing a final estimate.

Field investigation on the Procedure of Weighing and Delivery of Granular Materials between July/53 and October/53 was initiated and 2 investigating teams of 2 men each examined in all 64 contracts involving all the Highway Divisions with satisfactory results. Several proposed recommendations for

improving the current forms and the fabrication of the accepted manual on this procedure on "The Control of Weighing and Delivery of Granular Materials" were completed this year.

BLUEPRINTING

During the fiscal year 19,828 tracings were handled to make 68,373 prints, making a total of 280,600 lineal feet run and 855,799 square feet of prints produced being an increase of about 9% over the previous year. These figures turned into miles and acres, show the Blueprint Room ran 53.1 miles of prints, which prints would cover 19.6 acres.

The number of square feet produced for the different Branches is as follows: —

Location Surveys.....	471,558	
Title Surveys.....	154,043	
Bridge Office.....	104,178	
Public Relations.....	56,337	
Municipal Office.....	9,573	
Property Office.....	2,495	
Divisions and Miscellaneous	3,021	
		801,205
Dept. of Public Works.....	50,027	
Other Departments.....	4,567	
		54,594
TOTAL PRODUCTION.....		855,799 sq. ft.

CARTOGRAPHY

During the latter part of the year, revisions were made on the bases in preparation for the printing of the 1954 road map. These revisions consisted of new pavements, pavements which had been reverted to gravel, alternations in place names, bringing up to date all camp site locations, showing new numbers allotted to highways, bringing the index and mileage tables up to date and revising city bases to show new highway routings.

Revisions were carried out on the bases of maps printed from them at a scale of 4 miles = 1 inch and the following single counties or districts; Simcoe, Parry Sound, and Hastings; and of the following combinations of counties; Frontenac and Lennox Addington and Essex and Kent. Revisions were made on the bases for York and Ontario, Prescott and Russell, and Lambton and the work of the printer set in progress to produce the maps of these counties.

The months of May and September were spent on making new bases for a map of the southern portion of the District of Nipissing at a scale of 4 miles = 1 inch. A new type of base is being used, a heavy paper with aluminum backing, and the names obtained in 1952 were stuck on in the appropriate places.

A great deal of preliminary work was carried out in preparation for making new road map bases. A number of proposed layouts or "dummies" were made for both the main maps and the city bases as a group. Five sample bases were made to find out what varying width of roads and the varying sizes of type faces would look like; four of these bases were of the area around Hamilton as this is one of the most congested areas on the road map. The more suitable of these bases were coloured for comparison with the present Ontario Road Map, and some of those put out by other provinces and states. In making a base, a list of the names to appear on the map is sent to the printer, a proof is returned to the Cartographic Section for checking; this proof is sent back to the printer, who then supplies the names on adhesive backed paper. In this manner, all the names required for the new road map, counting the city bases, were obtained from time to time during the year. The city bases were laid out

to scale on tracing paper and submitted to the respective Division Engineers for comments and suggestions. Some art work was done for highway numbers, camp site, and tourist reception centre symbols, place markers according to population and improved roads in both highway and secondary road widths. The topography was completed on all the bases being checked from the latest Militia sheets by the Saltzman projector. A number of the smaller city bases were made, but not checked before the end of the year. In December, a beginning was made on sticking the names on the bases.

TRAFFIC ENGINEERING

ACCIDENT RECORDING

Recording and filing of all reportable accidents occurring on the King's Highway system was continued as in previous years. These data were used in the continuing study of accident prone locations and as an aid in the analysis of other hazardous locations.

Monthly reports indicating the manner of occurrence, weather and road conditions, and location of all fatal motor vehicle accidents occurring on the King's Highway system, were prepared and forwarded to all Division Engineers and to each Provincial Police District Inspector. Small scale spot maps for both Southern and Northern Ontario accompanied these reports.

TRAFFIC ANALYSIS REPORTS

Requests from municipalities for the installation of traffic control signals, flashing signals, and other highway improvements, necessitated traffic studies at 35 locations. A traffic analysis report was submitted for each location studied.

(a) Studies for Signal Installation Requests

- (1) Hwy. No. 2 at Barrifield Camp,
- (2) Hwy. No. 2 and Hwy. No. 109,
- (3) Hwy. No. 2 at Campbell's Corners,
- (4) Hwy. No. 2 and Hwy. No. 4 (Lambeth),
- (5) Hwy. No. 2 and Hwy. No. 79,
- (6) Hwy. No. 3 at Shedden,
- (7) Hwy. No. 7 and Dufferin St.,
- (8) Hwy. No. 7 in Woodbridge,
- (9) Hwy. No. 7 and Malton Rd.,
- (10) Hwy. No. 8 and Hwy. No. 97,
- (11) Hwy. No. 8 in Centreville,
- (12) Hwy. No. 11 in South River,
- (13) Hwy. No. 33 in Picton,
- (14) Hwy. No. 58 in Crowland,
- (15) Hwy. No. 109 and Markham Rd.,
- (16) North Bay By-Pass and Hwy. No. 63,
- (17) North Bay By-Pass and Hwy. No. 11,
- (18) North Bay By-Pass and O'Brian St.

Of the above requests only 7 signal installations were recommended.

(b) Studies for Signing Improvement Requests

- (19) Queen Elizabeth Way and Dixie Rd. Interchange,
- (20) Queen Elizabeth Way and Hwy. 20 (Lundy's Lane Interchange),
- (21) Queen Elizabeth Way at Rainbrow Bridge (Niagara Falls),
- (22) Hwy. No. 2 and Hwy. No. 401 (Newcastle),
- (23) Hwy. No. 3 and Hwy. No. 98 (Blenheim),
- (24) Hwy. No. 5 and Hwy. No. 25 (Nelson),
- (25) Hwy. No. 5 and Brant Rd.,
- (26) Hwy. No. 7 and Hwy. No. 35 (Lindsay),
- (27) Hwy. No. 8 at Bullock's Corners,
- (28) Hwy. No. 12 and Hwy. No. 47,
- (29) Hwy. No. 17 and Deep River Sideroad,
- (30) Hwy. No. 26 and Hwy. No. 27 (Midhurst).

(c) Other Requests

- (31) Hwy. No. 5 and Hwys. No. 8 and 52,
- (32) Hwy. No. 8 and Hwy. No. 8A,
- (33) Hwy. No. 9 and Hwy. No. 27,
- (34) Hwy. No. 10 and Derry West Sideroad,
- (35) Queen Elizabeth Way and Hwy. No. 8 (Homer).

ORIGIN AND DESTINATION SURVEYS

Origin and Destination Surveys were conducted during the summer of 1953 to assist the Location Surveys Branch in the design and location of two sections of Hwy. No. 401. These were (1) Cobourg to Trenton, and (2) Toronto to Preston. These surveys were of the external interview type with slight variations in the control procedures.

Since 1950, 38 cities and towns have been surveyed producing a total of approximately 380,000 interviews from which much valuable data is now available for planning and design work. With the exception of Toronto, Hamilton and the Niagara Peninsula, all of Southern Ontario has been surveyed to the extent that the motorists travel habits can be reasonably predicted.

HIGHWAY TRAFFIC VOLUMES

More and more, in highway planning operations, complete and reliable records of traffic volumes are required from roads throughout the province. To supply these demands, during 1953 a series of both continuous and short time traffic counts were taken.

Continuous counts were taken at twenty locations on the King's Highway system throughout the province. These stations were selected to give a diversified and representative example of highway locations. The majority of these locations are on the more heavily used highways of Southern Ontario. At two locations on divided highways, the Queen Elizabeth Way and the Barrie Highway, traffic was counted in both directions, while at all other stations total two way traffic was counted. A complete twelve month count was obtained at ten of the more important locations, while at the ten remaining stations an eight month count was made during the non winter season.

The data obtained from the operation of these continuous count stations is utilized in developing the results of the short count studies. These are

taken at approximately 2500 locations on the King's Highway system throughout the province. The short counts consist of 24 hour traffic counts taken during the summer months using small portable traffic counters. Roughly three-quarters of the counts were taken on the highways of Southern Ontario. The results of these are correlated with continuous count data, and July and annual average daily traffic volumes were estimated for each of these locations. For the remaining stations which are located on northern roads, a 24 hour count taken in July is considered sufficient for planning purposes. To supplement these traffic volumes and for use in other traffic studies, classification and turning movement counts were taken at selected locations.

The average values for all continuous count stations showed traffic volumes for 1953 to be approximately 14% greater than those for the preceding year.

Because of the utility of the data obtained from traffic volume counts, a study of the methods employed is being made, to achieve, if possible, greater reliability and accuracy of results.

TRAFFIC SIGNING

The signing section, which was started in January 1953, expanded its activities during the year. Progress was made on one of the most important projects of this section — namely the design of new signs and the preparation of a new book of sign standards. Approximately 70 types of signs were standardized in size, shape, and design and adopted as standards. On March 1, 1954 the new book was completed and copies sent to the various divisions with the understanding that there would be a gradual and economical change to the new standards within the next two years. There are approximately 20 types of signs which have yet to be standardized and it is expected that these will be completed within the next year.

The preparation of a "Sign Manual" was another operation partially completed. A rough draft of the manual, which contains illustrations of standard signs and instructions as to their use, was approved in principle by a committee of the Department's senior engineers.

A new type of overhead sign was designed and erected on Hwy. No. 400 at Bayfield St. in Barrie. It is one of the "double cantilever type" which has been used advantageously at major "Y" type intersections where high class signing was needed. Small difficulties encountered in the erection of this sign will undoubtedly aid in the design of similar overhead signs in the future.

A new phase of signing was undertaken — the design of sign layouts, which is proving valuable to division sign shops in the location and erection of thruway interchange signs.

SPECIAL STUDIES

In addition to the continuing work, some special studies were made. A preliminary speed survey was conducted with spot speeds being taken at 60 locations throughout Southern Ontario. Due to the small sample sizes the results are as yet inconclusive. However there is reason to believe that speeds in general are somewhat lower than the general public imagines. For instance a spot speed study on Hwy. No. 401 East of Oshawa revealed that 85 percent of the traffic was travelling at 53 m.p.h. or less. Out of a sample of 800 vehicles only 4% were travelling at 60 m.p.h. or over.

Some special intersectional studies were made to provide traffic data for the design of channelizations.

Witnesses were provided for Municipal Board Hearings regarding road closings on Controlled Access Highways.



Underpass on Queen Elizabeth Way at Dixie Road



Overpass over C.P.R. on Trans-Canada Highway (No. 17) east of Nipigon



Bridge over railway at Walford, Trans-Canada Highway No. 17

BRIDGES COMPLETED IN 1953

Some 5,000 feet of bridging, comprising fifty-two structures, was completed during the year. Of these there are fourteen structures chiefly grade separations — completed on Highway 401. There are also three structures over Highway 27 and service roads. On diversions of Highway 11 bridges were built over the Muskoka River at High Falls; over Lavasse Creek and the Canadian Pacific Railway near North Bay; over a branch of the Severn River and over the Canadian National Railway at the Orillia by-pass. The important Dixie Road grade separation was built over the Queen Elizabeth Way. Also on the Q.E.W. the existing Etobicoke Creek Bridge was widened.

Three bridges were replaced with wider structures on Highway No. 41. A new bridge and diversion was built at Burleigh Falls on Highway 28.

A new bridge was built at Bobcaygeon on Highway No. 36.

Bridges were built over Kashabowie River; Pickerel River; and French River on the Atikokan Road.

Important temporary Bailey Bridge structures were erected over the Steel River and Little Pic River to allow grading to proceed on the Trans-Canada Highway.

A complete list of all structures completed is given in Appendix No. 4.

Plans were examined and approved for 290 Bridges and culverts on Municipal and District Roads.

ARTHUR SEDGWICK

ANNUAL REPORT OF FORESTRY AND SAFETY DEVICES DIVISION No. 42

Fiscal Year Ending March 31, 1954

FORESTRY

During the spring and fall of 1953 some 326,465 trees and shrubs were planted throughout the province on King's Highways for beautification, erosion control and snow hedging, and to replace those trees destroyed during construction. Of these, 67,400 were obtained from the Midhurst, London and Fort William nurseries. A small number of larger trees, up to 6" in diameter, were moved frozen during the winter and planted on Highways 401 and 11. Maintenance included the removal of dead trees and the inspection of pruning by the Public Utilities. 7,331 miles of highway were sprayed for weed control and brush control. The addition of 2-4-5-T to the 2-4-D was made in some areas to control brush and weeds in the same operation. Additional experimental work with growth inhibitor, (Maleic Hydracide), was done to control roadside vegetation. Detailed plans and estimates were made for new construction, together with advice and inspection for the seeding, sodding and mulching required. A new mulch spreader was obtained in the Stratford division for mulching with straw and bitumen spray as stabilizer for the control of erosion on side slopes.

CORE DRILL

During the fiscal year ending March 31, 1954, 5,773 feet were drilled at 27 locations for the erection of highway structures.

NEW BUILDING CONSTRUCTION

The construction of three masonry buildings begun in 1952 were completed this year. They were a 3 bay heated storage at Strathburn, a 6 bay heated storage at Port Hope and an 8 bay garage at New Liskeard. Also completed were two metal buildings on concrete foundations. Four new buildings were built and completed this year. They are a 4 bay patrol garage at Terrace Bay, a 3 bay patrol garage at Chapleau, a 9 bay heated storage at Bancroft and a paint shop at New Liskeard. The Port Hope division office is also nearing completion. Planning, design and supervision was given for all these buildings including the preparation of plans and bills of quantities.

HIGHWAY LIGHTING

Supervision was given for regular maintenance to 66 traffic signals, 91 flashing signals, 2 lift bridges, the Queen Elizabeth Way lighting system and various subways and buildings. This includes formation of local maintenance arrangements at many points. New work done and completed includes lighting



Completed portion Trans-Canada Highway (No. 7) near Kaladar



Completed portion Trans-Canada Highway (No. 17) near Dinorwick

of the Interchange of Highways 400 and 401, the erection of two traffic signals and four flashing signals, the installation of extra signal heads to existing signals, and the lighting of two railroad underpasses. Co-operation was given to the Ontario Hydro Power Conversion for frequency conversion at a number of points.

SIGNS

The Department has now well over 100,000 permanent signs erected on the King's Highway throughout the Province. These signs have been maintained throughout the year and in addition the heavy construction programme required the preparation and erection of several hundred temporary construction and detour signs. Supervision was given to our eighteen paint shops in the lettering and layout required, with special emphasis being given to new large signs erected for interchanges on Highways 400 and 401, and the North Bay By-pass. Complete resigning was required for the Queen Elizabeth Way from Highway 27 to west of the Dixie Rd. Interchange. Route markers were improved in many locations with the erection of the larger 'oversize' crown.

ZONE PAINTING

Schools for zone painting crews were held in the spring of 1953 to provide a better understanding of zone painting standards and to provide good uniformity between one crew and another. Ten zone striping crews operated during the season and completed a total of 6,253 miles and used 60,900 gallons of white reflectorized zone paint. During the winter 2 new machines were made and one old striper was renovated. By the end of the fiscal year, a total of 12 stripers were ready for operation including 4 which had paint heaters added to them. These heaters heat the paint, enabling the zone painting crews to operate during colder weather in spring and fall. Final designs were completed and two mixing machines were built. These mixing machines add the reflectorizing spheres to the plain white zone binder. Trial mixing carried out during the latter part of the winter proved very satisfactory.

NAIL PICKER

This unit was operated throughout southern Ontario, and covered 4,896 miles of pavement, removing approximately 10,842 lbs. of scrap metal from the pavement surfaces.

CONSTRUCTION ON THE TRANS-CANADA HIGHWAY

Work on the Trans-Canada Highway in the fiscal year 1953-54 continued at approximately the same rate as in previous years on both carry-over and new contracts. There were 30 of the former, 27 of which were brought to completion, and 32 of the latter, of which 1 was finished during the year.

Of the 32 new contracts awarded there were 4 covering 45 miles of clearing, 10 covering 73 miles of grading and culverts, 1 contract was for 8.9 miles of granular base course, 5 hot mix bituminous paving contracts covered 40 miles, and there were 12 bridge contracts for 7 new bridges.

The amount of work completed during the year was substantial with 60 miles of grading, 76 miles of hot mix paving and 1 permanent bridge finished by March 31, 1954.

Two grading and culvert contracts covering the most easterly 15.4 miles to the Quebec Boundary were awarded during the year, as a result of which the final link in a continuous 63 miles section from Ottawa to Quebec was closed. The two final grading and culvert contracts south of Sudbury, covering

16.2 miles, were also awarded, on the completion of which there will be a new 61 mile section of the Trans-Canada Highway from the Magnetawan River northerly to Sudbury.

The grading work on the north shore of Lake Superior from Marathon westerly for 31 miles, covering one of the roughest and most difficult sections of all Trans-Canada Highway work, was finished in 1953-54.

By the end of the year there were the following total mileages built to Trans-Canada Highway Standards:

Grading and Culverts.....	341 miles
Bituminous Hot Mix Pavement.....	204 miles
Permanent Bridges Built.....	14

Division	Highway		1953 Mi. Completed	Total Miles
Grading and Culverts				
8	T.C.H., No. 7	Actinolite easterly.....	0.1	of 6.1
	" "	7 Bathurst to Maberley.....	4.1	" 7.1
	" "	7 Maberley to Highway No. 38.....	2.5	" 8.3
9	" "	17 East of Rockland easterly.....	0.6	" 6.6
	" "	17 Plantagenet westerly.....	1.2	" 7.7
	" "	17 Plantagenet easterly.....	7.9	" 7.9
	" "	17 East of Alfred to L'Orignal Overhead.....	1.5	" 7.7
11	" "	69 Gordon Bay to Hayes Corners.....	3.4	" 6.2
	" "	69 Footes Bay to Gordon Bay.....	0.4	" 4.7
17	" "	17 Copper Cliff westerly.....	4.2	" 5.7
	" "	17 Vermillion River easterly.....	2.1	" 5.7
	" "	17 Whitefish westerly.....	1.5	" 7.5
	" "	17 7.5 Mi. W. of Whitefish West.....	1.2	" 9.4
	" "	17 West of Nairn to east of Webwood.....	2.3	" 3.3
	" "	69 French River north.....	3.0	" 8.0
	" "	69 8 Mi. N. of French R. North.....	2.0	" 8.0
	" "	69 16 Mi. N. of French R. North.....	6.7	" 8.9
	" "	69 24.9 Mi. N. of French R. North.....	3.4	" 8.5
	" "	69 33.4 Mi. N. of French R. North.....	2.4	" 7.2
	" "	69 Sudbury South.....	0.3	" 2.0
18	" "	17 Cutler, east and west.....	0.8	" 4.8
19	" "	17 Marathon to Little Pic River.....	2.5	" 17.5
	" "	17 Little Pic River to Steel River.....	2.6	" 13.1
	" "	17 Sistonen Corners Westerly.....	1.0	" 6.0
20	" "	17 24 Mi. E. of Dryden Easterly.....	1.8	" 8.5
TOTAL.....			59.5	186.4

Granular Base (New Grading)

8	T.C.H., No. 7	Actinolite easterly.....	0.1	of 6.0
	" "	7 Bathurst to Maberley.....	7.1	" 7.1
9	" "	17 East of Rockland easterly.....	0.6	" 6.6
	" "	17 Plantagenet westerly.....	1.2	" 7.7
	" "	17 Plantagenet easterly.....	7.9	" 7.9
11	" "	69 Gordon Bay to Hayes Corners.....	1.0	" 6.2
17	" "	17 Copper Cliff westerly.....	4.2	" 5.7
	" "	17 Vermillion River east.....	2.1	" 5.7
	" "	17 West of Nairn to east of Webwood.....	2.3	" 3.3
	" "	69 8 Mi. N. of French R. North.....	2.0	" 8.0
	" "	69 16 Mi. N. of French R. North.....	6.7	" 8.9
	" "	69 Sudbury South.....	0.3	" 2.0
18	" "	17 Cutler east and west.....	0.8	" 4.8
19	" "	17 Marathon to Little Pic River.....	2.5	" 17.5
	" "	17 Little Pic River to Steel River.....	2.6	" 13.1
20	" "	17 24 Mi. E. of Dryden Easterly.....	3.5	" 8.5
	" "	17 10 Mi. E. of Dryden Easterly.....	6.0	" 14.0
TOTAL.....			50.9	133.0

Division	Highway		1953 Mi. Completed	Total Miles
Bituminous Mulch Pavement				
11	T.C.H., No. 69	Magnetawan River to French River.....	18.0	of 18.0
17	" " 17	Spanish River east.....	2.0	" 2.0
TOTAL.....			20.0	20.0
Bituminous Hot Mix Paving				
8	T.C.H., No. 7	Actinolite easterly.....	6.1	of 6.1
	" " 7	Bathurst to Maberley.....	3.6	" 7.2
9	" " 17	E. of Rockland easterly.....	10.6	" 10.6
	" " 17	Plantagenet to east of Alfred.....	4.0	" 8.0
17	" " 17	Sudbury to Copper Cliff.....	1.5	" 3.1
	" " 17	Whitefish westerly.....	16.9	" 16.9
18	" " 17	Massey east.....	12.4	" 12.4
	" " 17	Cutler east and west.....	4.8	" 4.8
	" " 17	Algoma east and west.....	4.5	" 4.5
19	" " 17	Kakabeka north.....	4.6	" 4.6
20	" " 17	10 Mi. E. of Dryden East.....	3.8	" 14.0
	" " 17	24 Mi. E. of Dryden East.....	2.8	" 8.5
TOTAL.....			75.6	100.7

New Bridges

Division	Highway	
20	T.C.H., No. 17	Revel River Bridge.

DIVISION NO. 1—CHATHAM

Construction

This year saw the completion of the grading, bridges and culverts on 15 miles of Dual Highway No. 401, bringing the total mileage graded between Windsor and Tilbury to approximately 24 miles.

Approximately 43 miles of concrete pavement were resurfaced with one or more layers of Hot Mix, and approximately 14 miles of highway were paved with one or more layers of Hot Mix over a layer of granular base.

On Highway No. 21 between Morpeth and Thamesville a new method of widening the existing concrete and pavement was used and proved very satisfactory.

Maintenance

Routine patching of the paved surfaces and maintenance of shoulders was carried on throughout the Division which comprises 553.5 miles of King's Highway. Eleven mobile telephone units were installed in various patrolmen's trucks which were a help in reporting winter road conditions to the teletype operators. These mobile units also proved valuable when storms of blizzard proportions struck the division during the first and last weeks of March, at which times additional heavy plows were transferred from other Divisions, together with bulldozers, graders and wrecking trucks, locally hired, to cope with the situation.

Six sheds, 40' x 20', were erected at various locations for the purpose of storing salt for winter maintenance.

The major equipment received in the Division comprised a Huber Grader and two 3-Ton International trucks to replace worn-out models.

Contracts supervised by Maintenance Personnel included surface treatment of 33 miles of Highway, the paving of the driveway for the Provincial Police Headquarters at Chatham, the resurfacing over old pavement through the Village of Port Lambton and Corunna, and channelization of the intersection of Highway No. 2 with the Comber Side Road.



Direction sign, Trans-Canada Highway (No. 17) at Greens Creek



Newly graded portion of Trans-Canada Highway (No. 17) near Coppercliff

Highway	Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. this Year	Remarks
Grading and Culverts					
401 — Road between Cons. 1 and 2, Maidstone to Rochester, Tilbury N. Town Line.....	7.30	1951	2.00	5.30	Completed
401 — Rochester, Tilbury N. Town Line to Highway No. 2, Tilbury.....	7.70	1953	.....	7.70	Completed
3 — Stephenson Side Road to Wheatley.....	10.05	1952	.....	10.05	Completed
79 — Watford to Jct. Highway No. 7.....	3.84	1953	.....	3.84	Completed
DEVELOP. ROADS					
Brigden to Intersection of County Rd. No. 4.....	5.0	1951	.....	5.0	Completed
TOTAL.....				31.89	
Granular Base Laid on New Grading					
3 — Stephenson Side Road to Wheatley....	10.05	1952	1.03	.31	19,416 tons
79 — Watford to Jct. Highway No. 7.....	3.84	1953	.....	3.00	30,686 "
21 — Morpeth to Thamesville.....	13.56	1953	.....	.26	13,716 "
TOTAL.....				3.57	63,818 tons
Gravelling Contracts Not Including Granular Base					
3 — Stephenson Side Road to Wheatley....	10.05	1952	.....	1.34	2,605 tons
78 — Dresden to Wallaceburg.....	10.40	1952	.....	10.40	8,094 "
79 — Watford to Jct. Highway No. 7.....	3.84	1953	.....	3.84	7,010 "
SEC. ROADS					
Lambton County Road (old Highway No. 22) to Highway No. 79.....	4.72	1953	.....	4.72	2,500 "
Lambton — Middlesex County Line.....					
TOTAL.....				20.30	20,209 tons
Bituminous Pavement Built					
78 — Dresden to Wallaceburg.....	10.40	1952	.....	10.40	38,426 tons
79 — Watford to Jct. Highway No. 7.....	3.84	1953	.....	Not compl.	5,794 "
TOTAL.....				10.40	44,220 tons
Highway	Miles Completed this Year	Tons Placed this Year	Remarks		

Bituminous Resurfacing Old Pavements

3 — Stephenson Side Road to Wheatley.....	10.05	15,305	3.77 Miles Base laid and top over whole job Includes .54 miles of connecting link in Thamesville.
21 — Morpeth to Thamesville.....	13.63	40,858	
98 — Woodslee to Jct. Highway No. 2.....	14.87	37,493	
40 — Through Villages of Port Lambton and Corunna.....	2.50	3,905	
SECONDARY ROADS			
Lambton County Road (formerly Highway No. 22) Lambton — Middlesex — County Line to Watford.....	.....	7,800	4.72 Miles of Base only
TOTAL.....	41.05	105,361	



Bridge at Big Creek Diversion, Highway No. 401



Heavy Earth Moving Equipment at work, West Tilbury Township

Highway	Miles Com- pleted this Year	Gals. Bit. Used this Year	Tons Chips Used this Year	Remarks
Bituminous Surface Treatment				
21 — Rutherford to North for 2.65 miles.....	2.65	6,385	349.6	Bitumen Type RC4
98 — Charing Cross to Merlin.....	9.8	50,786	2,591.0	Bitumen Type RC4 Double treatment
18A — Kingsville to Malden Centre.....	19.6	50,514	2,857.0	Bitumels
107 — Ruthven to Union.....	1.0	2,526	125.5	Bitumels
TOTALS.....	33.05	110,211	5,923.1	

Highway	Tons Stockpiled	Tons on Road	Remarks
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Crushed Gravel and Stone on Roads by Department Forces

Pelee Island — Scudder to West Dock.....	700	746	On 6 miles
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Totals of Other Work Done on Division No. 1

CLASS OF WORK:			
Calcium Dust Layer on Gravel Surfaces for de-icing roads.....	58 tons	6.0 miles	
Calcium for de-icing roads.....	16 "		
Salt used for de-icing roads.....	3,529 "		
Right-of-way Fences erected.....		33.1 "	
Snow fences, erected, dismantled and stored.....		41.5 "	
Sand for Winter Maintenance.....	1,400 "		
Roads snowploughed and kept open.....		553.5 "	
Equipment Storage houses erected.....	Total No. 10		
Shrubs received from Nurseries.....	6,256		
Maintenance of Roadside Picnic Places.....	" " 56		
Maintenance of tables and benches in roadside places.....	" " 90		
Maintenance of tables and benches in off-road parks.....	" " 85		
Tables and benches.....	Number added last year 3		
Maintenance of Off-road areas.....	Acres 59		
Maintenance of snow hedges planted to-date.....		4.0 miles	
Snow Hedges added this year.....		0.2 "	
Routine Maintenance on King's Highways.....		553.5 "	
Development Roads Built.....		5 "	
Maintenance of Scale Houses.....	Total No. 2		
Automatic Protection at R.R. Crossings.....	Number added this year 2		

DIVISION NO. 2—LONDON

Construction

The most important item was that of building the new dual Highway No. 401 on the London By-Pass section. Some drainage difficulties were encountered in the low flat areas, where adequate drainage was necessary, and at the same time preserve the existing ground water level. In this connection the interested farmers, municipalities and the Thames Valley Conservation Authority were consulted. Soil conditions were such, that slopes, in many instances, had to be flattened beyond the standard two to one usually obtained.

The three lane section between Port Stanley and St. Thomas on Highway 4 started during the previous year was completed. Great care had to be exercised through the heavily built-up areas in order to preserve the existing grade line and provide suitable access to adjoining properties.

On Highway No. 2 from Strathburn westerly some heavy grading was carried out and new culverts installed. Here again, soil conditions imposed additional flattening of slopes to prevent erosion and slippage.

North of Strathroy, on Highway No. 81, several new culverts were built, replacing obsolete structures, in preparation for grading and paving next year.



Newly cleared right of way, west of Highway No. 74



Grading operation, east of Putnam Side Road, Highway No. 401

Maintenance

Routine maintenance operations were carried out on all King's Highways on the Division, including an extensive program of Winter Maintenance.

Among unforeseen conditions was the tornado which struck the northern and western regions of the Division on May 21st and, while very little damage was done to King's Highway installations, it became necessary to send Department forces to the assistance of the Municipalities and the property owners most seriously affected. Many side roads were blocked by large trees blown down. The destruction of many homes and buildings called for a great effort on the part of Department staff to render all assistance possible required under such emergency conditions.

Construction of a heated storage garage building at Strathburn, and a weigh scale set-up at Eastwood, the junction of Highways No. 53 and No. 2, was completed. This latter for the control of bonded foreign traffic.

An extensive bridge painting program was carried out during the summer months which included the Paris high level on Highway No. 2 and the King George V lift Bridge at Port Stanley on Highway No. 4, and some eight other smaller structures throughout the Division.

The only difficulty out of the ordinary encountered during the Winter season was caused by a severe storm period at the end of the winter in March. This storm centered in an adjoining Division and a considerable amount of equipment had to be transferred to the storm centre.

During the balance of the winter a great many sleet and wet snow storms increased the requirements for rock salt and allied chemicals, but with new sanding equipment, very little actual difficulty in carrying out the program was encountered.

Highway	Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. this Year	Remarks
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Grading and Culverts

4 — Union Diversion.....	1.6	1952	1.3	0.3	
2 — Strathburn Westerly	3.73	1952	3.73	
81 — Strathroy to Highway No. 22.....	2.5	1953	....	....
401 — 1 Mile E. of Hwy. 74 Westerly.....	6.0	1952	....	3.3	
401 — 1 Mile E. of Hwy. 74 Easterly.....	6.4	1953	....	3.7	
401 — 1 Mile E. of Hwy. 19 Westerly.....	6.8	1953	....	4.6	
401 — 1 Mile E. of Hwy. 19 Easterly.....	5.8	1953	....	3.2	
401 — 1 Mile E. of Hwy. 2 Westerly.....	6.3	1953	....	3.9	
401 — 1 Mile E. of Hwy. 4 Easterly.....	4.7	1953	....	....
TOTAL.....				22.73	

Granular Base Laid on New Grading

4 — Union Diversion.....	1.6	1952	1.3	0.3	36,418 tons
81 — Strathroy to Highway No. 22.....	2.5	1953	....	....	3,050 "
2 — Strathburn Westerly	3.73	1953	....	3.73	103,449.2 "
4 — St. Thomas to Port Stanley.....	8.1	1952	7.6	0.5	5,709.9 "
TOTALS.....				4.53	148,627.1 tons

Gravelling Contracts Not Including Granular Base

81 — Strathroy to Parkhill.....	17.0	1953	....	17.0	15,000 tons
80 — Glencoe to Alvinston.....	10.0	1953	....	10.0	10,000 "
TOTALS.....				27.0	25,000 tons

Highway	Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. this Year	Remarks
Bituminous Pavement Built					
2 — Strathburn Westerly.....	3.73	1953	....	3.73	12,951.35 tons
4 — St. Thomas to Port Stanley.....	8.1	1952	7.6	0.5	1,335.95 "
4 — Union Diversion.....	1.6	1953	....	1.6	7,926.50 "
TOTALS.....				5.83	22,213.8 tons

Highway	Miles Com- pleted this Year	Gals. Bit. Used this Year	Tons Chips Used this Year	Remarks
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Bituminous Surface Treatment				
24A — Paris to Galt.....	10.9	26,185	1,466	Contract 53-313
73 — Harrietsville to Hamilton Road.....	6.0	16,580	750	" 53-313
74 — Belmont to New Sarum.....	7.4	22,000	1,015	" 53-313
TOTALS.....	24.3	64,765	3,231	

Highway	Miles Completed this Year	Gals. Bit. Used this Year	Remarks
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Bituminous Prime on Gravel Surfaces			
73 — Lyons to Harrietsville.....	3.5	10,600	Contract 53-301
80 — Glencoe to Alvinston.....	10.7	32,100	" 53-301
81 — Strathroy to Parkhill.....	17.9	53,300	" 53-301
TOTALS.....	32.1	96,000	

Table Showing Totals of Other Work Done on Division No. 2

CLASS OF WORK:

Calcium Dust Layer on Gravel Surfaces.....	100 tons	27.0 miles
Salt used for de-icing roads.....	8,900 "	
Right-of-way Fences erected.....		76.78 "
Snow fences, erected, dismantled and stored.....		48.0 "
Sand for Winter Maintenance.....	30,500 "	
Roads snowploughed and kept open.....		479 "
Equipment Storage houses erected.....	Total No. 3	
	Number added this year 1	
Shrubs received from D.H.O. Nursery at Midhurst.....	Total No. 41,900	
Other Nurseries.....	" " 101,725	
Maintenance of Roadside Picnic Places.....	" " 120	
	Number added last year 20	
Maintenance of tables and benches in roadside places.....	Total No. 190	
	Number added last year 50	
Maintenance of tables and benches in off-road parks.....	Total No. 4	
Maintenance of Off-road areas.....	Acres 2.0	
Maintenance of snow hedges planted to-date.....		8.0 miles
Snow Hedges added this year.....		1.6 "
Routine Maintenance on King's Highways.....		479 "
Scale Houses.....	Number added last year 1	
Automatic protection at R.R. Crossings added this year.....		2



Before and After Pictures. The old Bridge. . .

. . . and the new Bridge over Thames River, at Mitchell, Highway No. 8

DIVISION NO. 3—STRATFORD**Construction**

During the fiscal year ending March 31st, 1954, work was completed on eight contracts.

Grading was completed on Highway No. 86 from Tralee to Dorking, a short diversion on Highway No. 9 West of Teviotdale, a short diversion on Highway No. 7, at the Waterloo-Wellington Co. line and a diversion at Freeport on Highway No. 8. The diversions on Highways No. 7 and No. 8 have improved the alignment and eliminated very bad curves.

Two resurfacing Contracts were completed with Hot Mix. One from Harriston to Mildmay and one from New Hamburg to Shakespeare.

Three Hot Mix paving contracts were completed: Harriston to Wroxeter, Exeter to Brewster and Russelldale to Elginfield.

Two Culverts have been constructed on Highway No. 19 North of Stratford; one being enlarged to relieve flooding conditions.

No unusual difficulties were encountered during the construction season — which helped considerably in the general movement of traffic.

Maintenance

Weed spraying was carried out where necessary during May and June. This is the fifth consecutive year that systematic spraying has been done. To reduce the hazard of crop damage, low volatile Ester concentrate was used during May followed by Amine concentrates during the month of June.

Premarking and zone painting were carried out by Division forces for the second consecutive year, and completed in good time.

Grass seeding was carried out by Department forces on all grading and paving contracts as the work progressed. Hand applied straw mulch was replaced by a straw mulching machine which applied emulsion sprayed straw by blower action, the emulsion acting as a binder to hold the straw in place on the ground. This machine proved very satisfactory and greatly speeded up the work.

Tree planting was carried out on all finished grading and paving contracts where standard 100' rights-of-way were established. Both bush and nursery maples were used. Nursery stock is preferred, because of the higher survival rate.

Five hydraulic sanding units were used, mounted on Department owned trucks, with very satisfactory results. However, some smaller local equipment had to be used to serve outlying districts with the least possible delay.

Teletype operations were carried out on a 24 hour basis for the winter season and from the data gathered on the six daily reports more efficient service is being rendered to the travelling public and a considerable increase in calls for road conditions have been noted.

Routine maintenance was carried out on the whole Division, with special attention being given to the travelled surface, and the pavement edge.

Highway	Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. this Year	Remarks
Grading and Culverts					
86 — Tralee Dorking.....	4.55	1952	.....	4.55	Completed
21 — Port Albert Diversion.....	1.10	1953	.....	.....	Grading 40% — none complete
8 — Seaforth to Clinton.....	7.73	1953	.....	1.00	Will be compl. in 1954

Highway	Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. this Year	Remarks
9 — Harriston to 1.5 mi. East of Teviotdale.....	0.50	1953	.....	0.50	Completed
19 — ½ mi. North of Stratford.....	.....	1953	.....	.....	Culvert and Ap- proaches, 95% completed
19 — 3 mi. North of Stratford.....	.....	1953	.....	.....	Culvert and Ap- proaches, 80% completed
8 — Freeport Diversion.....	0.25	1953	.....	0.25	Completed
7 — Kitchener to Guelph.....	0.66	1953	.....	0.66	Completed
TOTAL.....				6.96	

Granular Base Laid on New Grading

9 — Harriston to Mildmay.....	14.7	1951	14.7	14.7	23,607 tons
86 — Tralee to Dorking.....	4.55	1952	.....	4.55	30,531 "
8 — Seaforth to Clinton.....	7.73	1953	.....	1.00	38,000 "
9 — Harriston to 1.5 mi. East of Teviotdale.....	8.10	1953	.....	8.10	19,800 "
19 — ½ mi. North to Stratford.....	.02	1953	.....	.02	780 "
8 — Freeport Diversion.....	0.25	1953	.....	0.25	3,665 "
7 — Kitchener to Guelph.....	0.66	1953	.....	0.66	12,701 "
23 — Elginfield to Russelldale.....	16.40	1953	.....	16.40	67,309 "
87 — Harriston to Wroxeter.....	16.78	1953	.....	16.78	22,302 "
83 — Exeter to Brewster.....	12.80	1953	.....	12.80	31,807 "
7 and 8 — Baden to Shakespeare.....	7.90	1952	.....	7.90	17,248 "
8 — Mitchell Bridge and Village.....	0.36	1952	.....	0.36	3,619 "
19 — Tralee to Milverton.....	8.75	1953	.....	8.75	11,320 "
TOTALS.....				92.27	282,689 tons

Gravelling Contracts Not Including Granular Base

19 — Milverton to Tralee.....	9	1953	.....	9	10,011 tons
83 — Russelldale to Exeter.....	11	1953	.....	11	10,000 "
84 — St. Joseph to Hensall.....	11	1953	.....	11	10,000 "
86 — Highway No. 7 to Tralee.....	28	1953	.....	28	19,977 "
86 — Bluevale, 4 mi. E. to Lucknow.....	12	1952	9,783	.....	5,217 "
86 — Molesworth to Lucknow.....	16	1953	.....	16	20,000 "
97 — Hickson to Roseville.....	19	1953	.....	19	14,999 "
100 — Highway No. 7 to Thamesford.....	15	1953	.....	15	9,996 "
TOTALS.....				109	100,200 tons

Bituminous Pavement Built

9 — Harriston to Mildmay.....	16.40	1953	.....	16.40	45,955 tons
87 — Harriston to Wroxeter.....	16.78	1953	.....	16.78	48,515 "
86 — Tralee to Dorking.....	4.55	1953	.....	4.55	7,016 "
19 — Tralee to Milverton.....	9.77	1953	.....	8.7	15,087 "
7 and 8 — Baden to Shakespeare.....	4.9	1952	.....	4.9	9,300 "
23 — Elginfield to Russelldale.....	16.4	1953	.....	16.4	47,751 "
83 — Exeter to Brewster.....	12.8	1953	.....	12.8	39,033 "
8 — Mitchell Village.....	0.36	1953	.....	0.36	2,872 "
7 — Kitchener to Guelph.....	0.66	1953	.....	0.36	989 "
8 — Freeport Diversion.....	0.25	1953	.....	0.25	583 "
TOTALS.....				81.5	217,101 tons

Highway	Miles Completed this Year	Tons Placed this Year	Remarks
Bituminous Cold Mix Surface (Road Mix Mulch)			
21 — Bayfield to Grand Bend.....	1.7	2,830	Various patches
86 — Elmira West.....	0.5	1,005	Various patches
TOTALS.....	2.2	3,835	

Bituminous Resurfacing Old Pavements			
9 — Harriston to 1.5 mi. E. of Teviotdale.....	8.10	10,563	Contract 53-397
8 — Baden to Shakespeare.....	3.00	9,243	" 52-372
86 — Tralee Westerly.....	1.04	1,600	" 53-53
TOTALS.....	12.14	21,406	

Highway	Miles Completed this Year	Gals. Bit. Used this Year	Tons Chips Used this Year	Remarks
Bituminous Surface Treatment				
4 — Bridges from Wingham Southerly....	0.8	2,858	140.00	
86-87 — Wingham to Bluevale.....	3.5	10,818	525.248	
86 — Molesworth to Listowel.....	6.3	23,122	1,244.110	
87 — Jct. 86-87 Westerly.....	2.0	6,182	300.142	
97 — Galt to Black Horse Cor.....	7.9	23,157	1,248.15	
TOTALS.....	20.5	66,137	3,457.65	

Highway	Miles Completed this Year	Gals. Bit. Used this Year	Tons Sand Used this Year	Remarks
Bituminous Prime on Gravel Surfaces				
9 — Harriston to 1 mile north.....	1.0	.....	.....
19 — Milverton to Tralee.....	9.0	.....	.....
21 — Jct. 21 and 84 South.....	0.45	.....	.....
83 — Russelldale to 1 mi. W. of Dashwood	20.7	.....	.....
84 — St. Joseph to Hensall.....	9.5	.....	.....
86 — Highway No. 7 to Tralee.....	28.3	.....	.....
86 — Molesworth to Bluevale.....	10.5	.....	.....
86 — Wingham to Lucknow.....	10.1	.....	.....
87 — Harriston to Fordwich.....	8.7	.....	.....
87 — Wroxeter to Old Road.....	0.7	.....	.....
97 — Hickson to Roseville.....	18.5	.....	.....
100 — Highway No. 7 to Thamesford.....	14.5	.....	.....
TOTALS.....	131.95	487,665	11,500	

Highway	Tons on Road	Remarks
Crushed Gravel and Stone on Roads by Department Forces		
19 — Milverton to Tralee.....	2,000	} 5/8" crushed gravel taken from stockpiles and placed on road.
83 — Russelldale to Exeter.....	10,000	
84 — Hensall to St. Joseph.....	10,000	
86 — Highway No. 7 to Lucknow.....	55,000	
97 — Hickson to Roseville.....	15,000	
100 — Thamesford to Highway No. 7.....	15,000	
TOTAL.....	107,000	



Familiar Sign approaching Interchange, Queen Elizabeth Way



Pavement and Curb Sweeper, Queen Elizabeth Way at Winona

Totals of Other Work Done on Division No. 3**CLASS OF WORK:**

Bridges Built.....	1	
Calcium Dust Layer on Gravel Surfaces for de-icing roads.....	300 tons	
Salt used for de-icing roads.....	7,900 "	
Right-of-way Fences erected.....		45.7 miles
Snow fences, erected, dismantled and stored.....		203.0 "
Sand for Winter Maintenance.....	42,323.25 "	
Roads snowploughed and kept open.....		573.0 "
Equipment Storage houses erected.....	Total No. 17	
Shrubs received from Nurseries.....	" " 2,500	
Maintenance of Roadside Picnic Places.....	" " 162	
Maintenance of tables and benches in roadside places.....	" " 220	
Maintenance of snow hedges planted to-date.....		11.62 miles
Snow Hedges added this year.....		2.0 "
Routine Maintenance on King's Highways.....		549.0 "

DIVISION NO. 4—HAMILTON**Construction**

All carry-overs from the previous fiscal year were completed together with all 1953 Contracts except one.

Two dangerous corners on Highway No. 8 were realigned.

Re-surfacing of existing highways comprised the largest part of the year's programme.

Exceptionally fine weather in the Fall permitted the completion of practically all the year's work without any difficulties being encountered.

Maintenance

Routine Maintenance was carried out on all 598.5 miles in Division No. 4.

The use of Mobile 'Phones was extended to include all Patrol Trucks, Sanding Inspectors' Trucks and some of the larger Snow Plows. The eight Winter Sanding Contracts were extended to include all the mileage in this Division. Fifteen and a half miles of gravel road were hard surfaced with Road Mix Mulch. The patching of old pavements was expedited by the letting of four contracts. The removal of sand from all the Interchanges, Curbs, Gutters, etc., was completed much earlier, by the use of a new Power Sweeper.

Highway	Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. this Year	Remarks
Granular Base Laid Where No Grading was Done					
57 — Bismark to Beckett's Bridge.....	8.90	1953	.....	8.90	122,500 tons
8 — Bullock's and Christie's Corners..	0.47	1953	.....	0.47	2,077 "
Q.E.W. — St. Davids Sand Plant North West 2.3 miles.....	11.80	1953	.....	11.80	20,695 "
Henley Bridge West 3.6 miles }					
2 — Campbell's Corners to Freeman Cloverleaf.....	13.45	1952	0.20	13.25	36,360 "
TOTALS.....				34.42	181,632 tons

Gravelling Contracts Not Including Granular Base

99 — Copetown to Jct. Highway No. 24.....	12.0	1953	.....	11.64	15,043.99 tons
97 — Freelon to Waterloo County Line.....	11.8	1953	.....	11.73	19,894.88 "
TOTALS.....				23.37	34,938.87 tons

Highway	Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. this Year	Remarks
Bituminous Pavement Built					
57 — Bismark to Beckett's Bridge.....	8.90	1953	.....	.....	19,950 tons
8 — Bullock's and Christie's Corners.....	0.47	1953	.....	0.47	1,100 "
TOTALS.....				0.47	21,050 tons

Highway	Miles Completed this Year	Tons Placed this Year	Remarks
Bituminous Cold Mix Surface (Road Mix Mulch)			
52 — Jct. 5, 8 and 52 (Peters Cors.) to Summit	3.91	6,000.0	Procured from previous year's stockpile
99 — Copetown to Jct. Highway No. 24.....	11.64	17,400.0	Procured from Con.
	12.75	12,749.45	53-328
TOTALS.....	28.30	36,149.45	

Bituminous Resurfacing Old Pavements				
2 — Campbell's Corners to Oakville.....	11.35	} 22,760	Base in 1952, Top in 1953	
Q.E.W. — Jct. Highway No. 25 to Freeman Cloverleaf.....	2.10			
Q.E.W. — St. David's Sand Plant to North West 2.3 miles.....	4.60	} 41,400	Contract No. 53-389	
Henley Bridge to West 3.6 miles.....	7.20			
6 — Guelph Southerly.....	0.50	1,490.39		
Q.E.W. — No 3, No. 3-A, No. 20 and No. 58, Vicinity of Niagara Falls and Welland.....	4.73	5,527.95	Contract No. 53-380	
8, 20, 53 — Vicinity of Grimsby and Smithville..	4.10	4,012.35	Contract No. 51-381	
3, 6, 54 — Vicinity of Caledonia and Jarvis.....	3.10	3,062.00	Contract No. 53-382	
7 — Guelph to Highway No. 10.....	2.50	2,528.55	Contract No. 53-383	
TOTALS.....	40.18	80,781.24		

Highway	Miles Completed this Year	Gals. Bit. Used this Year	Tons Chips Used this Year	Remarks
Bituminous Surface Treatment				
52 — Jct. Highway No. 2 to Summit.....	2.80	6,316	145.3	
54 — Caledonia to Onondaga.....	8.8	23,160	514.0	
TOTALS.....	11.60	29,476.0	659.3	

Highway	Tons on Road	Remarks
Crushed Gravel and Stone on Roads by Department Forces		
Q.E.W. — Freeman Clover Leaf to Niagara Falls.....	5,113.51	Shoulder and Boulevards
2 — Oakville to Brantford.....	1,886.30	Shoulders
3 — Ft. Erie to Simcoe.....	2,245.75	"
3-A — Becketts Br. to Welland.....	1,383.20	"
3-C — Ridgeway to Ft. Erie.....	81.60	"
5 — Trafalgar to Peters Corners.....	596.50	"
6 — Guelph to Hamilton.....	1,032.30	"
6 — Hamilton to Port Dover.....	1,678.75	"
7 — Guelph to Int. Highway No. 10.....	632.00	"
8 — Galt to Hamilton.....	100.65	"



One-way plough, Highway No. 6, north of Mount Forest



Rotary Snow Blower, Highway No. 21, north of Tiverton

Highway	Tons on Roads	Remarks
SECONDARY ROADS		
DEPT. FORCES		
8 — Hamilton to Niagara Falls.....	406.35	Shoulders
20 — O.E.W. to Niagara Falls.....	1,278.60	"
24 — Simcoe to Port Dover.....	76.35	"
25 — Int. Hwy. No. 5 to Int. Hwy. No. 7.....	161.70	"
52 — Int. Hwy. No. 2 to Int. Hwy. No. 97.....	369.30	"
53 — Int. Hwy. No. 20 to Int. Hwy. No. 2.....	167.25	"
54 — Cainsville to Cayuga.....	166.00	"
55 — Hamilton to Int. Hwy. No. 53.....	72.30	"
56 — Elfrida to Binbrook.....	3.75	"
57 — Bismark to Becketts Bridge.....	7.10	"
DEVELOPMENT ROADS		
DEPT. FORCES		
58 — Int. Hwy. No. 20 to Int. Hwy. No. 8.....	200.10	"
99 — Dundas to Int. Hwy. No. 24.....	39.85	"
	877.20	Departmental Buildings
TOTALS.....	18,576.41	

Totals of Other Work Done on Division No. 4

CLASS OF WORK:		
Calcium Dust Layer on Gravel Surfaces.....	243.95 tons	65.62 miles
Salt used for de-icing roads.....	7,523 "	598.5 "
Right-of-way Fences erected.....		4.25 "
Snow fences, erected, dismantled and stored.....		76.0 "
Sand for Winter Maintenance.....	621.93 "	598.5 "
Roads snowploughed and kept open.....		
Equipment Storage houses erected.....	Total No.	51
Shrubs received from D.H.O. Nursery at Midhurst.....	" "	4,000
Other Nurseries.....	" "	1,015
Maintenance of Roadside Picnic Places.....	" "	20
Roadside Picnic Places.....	Number added last year	2
Maintenance of tables and benches in roadside places.....	Total No.	20
Tables and benches.....	Number added last year	2
Maintenance of tables and benches in off-road parks.....	Total No.	28
Maintenance of Off-road areas.....	Acres	2.0
Maintenance of snow hedges planted to-date.....		2.0 miles
Routine Maintenance of King's Highways.....		598 "
Maintenance of Scale Houses.....	Total No.	6
Maintenance of Scale Houses.....	Number added last year	1
Automatic protection of level R.R. Crossings added this year.....		2

DIVISION NO. 5—OWEN SOUND

Construction

After the construction of a 65 foot fill on Highway No. 9 at Mono Mills, a rather serious slide occurred. This was caused by seepage of water from underground springs. The following corrective measures were performed. Six-inch Helcor pipes were installed at the seepage areas and a trench was excavated to remove a portion of the saturated soil at the base of slope. This trench was then backfilled with suitable granular materials which acted as a filter bed to drain free water and also confined the semi-liquid earth. A 5 x 5 concrete box culvert under this fill developed cracks. A separate contract was let to strengthen this culvert by threading through a 48-inch corrugated iron pipe. The space between pipe and culvert was filled with a pneumatically placed cement sand grout mix. No further trouble has developed.

42,000 sq. yds. of sodding was done by contract on Highway No. 9, Orangeville to Mono Mills. Other construction contracts were seeded by Department forces.

Channelizations were constructed at Primrose Corners for the intersection of Highways No. 10 and No. 89 and at the intersection of Highway No. 21 and the Hepworth Rd. at Springmount.

Highway No. 10 through the Town of Shelbourne was resurfaced and 2,048 feet of concrete curb was replaced with bituminous curb and gutter with satisfactory results.

Maintenance

Twenty-six mobile phone units were installed in Department snowplows and patrol trucks and proved very helpful during severe storms when regular phone service was disrupted.

An old style flasher at the railway crossing in Ceylon on Highway No. 4 was replaced by a bell and 2 red flashing lights.

Division forces completed 6.0 miles of mulch on Highway No. 6, Hepworth South and 1.5 miles on Highway No. 104 from the Junction of Highway No. 9 and No. 104 to Grand Valley.

Highway	Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. this Year	Remarks
Grading and Culverts					
21 — Kincardine North on Highway 21 (Cont. 52-55).....	13.4	1952	10.3	3.1	Completed
10 — Primrose to Shelbourne (Cont. 52-63).....	3.3	1953	.....	3.3	"
6 — 8 mi. South of Tobermory, South 6 miles (Cont. 52-70).....	6.0	1952	2.5	3.5	"
26 — Meaford to Thornbury (Cont. 52-78).....	7.7	1952	0.4	7.3	"
9 — Orangeville to Mono Mills (Cont. 52-82).....	8.0	1953	.....	8.0	"
6 & 21 — Owen Sound to Springmount (Cont. 52-83).....	1.7	1953	.....	1.7	"
6 & 7 — Three curves near Guelph (Cont. 52-101).....	1.6	1953	.....	1.6	"
9 — Waldemar Bridge, East and West (Cont. 53-23).....	1.3	1953	.....	0.8	Bridge approaches
4 — Flesherton, 4 miles on Hwy. 4 (Cont. 53-34).....	4.0	1953	.....	1.0	
TOTALS.....				30.3	

Granular Base Laid on New Grading					
21 — Kincardine, North on Hwy. 21 (Cont. 52-55).....	13.4	1952	10.3	3.1	94,855 tons
10 — Primrose to Shelbourne (Cont. 52-63).....	3.3	1953	.....	3.3	78,500 "
6 — 8 mi. South of Tobermory, South 6 miles (Cont. 52-70).....	6.0	1952	2.5	3.5	39,992 "
26 — Meaford to Thornbury (Cont. 52-78).....	7.7	1952	0.4	7.3	221,465 "
9 — Orangeville to Mono Mills (Cont. 52-82).....	8.0	1953	.....	8.0	186,866 "
6 & 21 — Owen Sound to Springmount (Cont. 52-83).....	1.7	1953	.....	1.7	36,240 "
6 & 7 — Three Curves near Guelph (Cont. 52-101).....	1.6	1953	.....	1.6	40,228 "
9 — Waldemar Bridge, East and West (Cont. 53-23).....	1.5	1953	.....	0.7	19,600 "
4 — Flesherton, 4 miles West on Hwy. 4 (Cont. 53-34).....	4.0	1953	.....	0.6	13,300 "
TOTALS.....				29.8	731,046 tons

Highway	Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. this Year	Remarks
Granular Base Laid Where No Grading was Done					
24 — Guelph to Ospringe Hwy. No. 24 (Cont. 52-59).....	11.5	1953	.....	11.5	32,065 tons
24 — From Hwy. No. 10, Northerly (Cont. 52-63).....	6.9	1953	.....	6.9	14,900 "
24 — Ospringe to Erin (Cont. 53-44).....	5.5	1953	.....	5.5	24,991 "
6 & 21 — Springmount to Owen Sound (Cont. 53-54).....	1.7	1953	.....	1.7	4,740 "
TOTALS.....				25.6	76,696 tons

Gravelling Contracts Not Including Granular Base					
4 & 9 — Hanover to Kinloss.....	30	1953	.....	30	3,520 tons
6 — Jct. 6 & 21 to 14 Miles from Tobermory.....	44	1953	.....	44	41,836 "
24 — Erin to Orangeville.....	12	1953	.....	12	19,991 "
89 — Primrose to Rosemont.....	8	1953	.....	8	7,000 "
91 — Duntroon to Stayner.....	5	1953	.....	5	4,831 "
TOTALS.....				99	77,178 tons

Bituminous Pavement Built					
21 — Kincardine to Underwood.....	13.4	1952	.....	13.4	35,133 tons
24 — Guelph to Ospringe.....	11.5	1953	.....	11.5	36,989 "
10 — Primrose, North on Hwy. No. 24....	10.2	1953	.....	10.2	30,207 "
26 — Meaford to Thornbury.....	9.4	1953	.....	9.4	27,000 "
24 — Ospringe to Erin.....	5.5	1953	.....	5.5	17,692 "
6 & 21 — Springmount to Owen Sound.....	1.7	1953	.....	1.7	4,472 "
TOTALS.....				51.7	151,493 tons

Highway	Miles Completed this Year	Tons Placed this Year	Remarks
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Bituminous Cold Mix Surface (Road Mix Mulch)			
6 — Hepworth to Highway No. 21.....	6.2	12,400	Day Labour Work
104 — Highway No. 9 to Grand Valley.....	1.5	3,000	" " "
TOTALS.....	7.7	15,400	

Bituminous Resurfacing Old Pavements					
24 — Collingwood, South on Hwy. 24.....	5.0	6,086	Cont. 52-376	Completed	
10 & 24 — Shelbourne, North on Hwy. 24.....	6.7	11,700	Cont. 52-63	Completed	
TOTALS.....	11.7	17,786			

Highway	Miles Completed this Year	Gals. Bit. Used this Year	Tons Chips Used this Year	Remarks
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Bituminous Surface Treatment				
6 — Tobermory, South 8 Miles.....	8.0	19,913	989	Contract

Bituminous Prime on Gravel Surfaces				Sand Cover
4 — Durham to Flesherton.....	10	26,918		652
6 — Hwy. No. 21 to 14 Miles South of Tobermory.....	44	125,692		2,370
6 — Tobermory Village.....	2	3,950		75
9 — Orangeville to Highway 50.....	3	7,908		153

Highway	Miles Completed this Year	Gals. Bit. Used this Year	Tons Cover Used this Year	Remarks
21 — Southampton Cut-off.....	3	7,690	150	
24 — Orangeville to Ospringe.....	20	53,532	1,023	
51 — Hwy. No. 24 to Caledon.....	2.5	6,690	127	
89 — Primrose to Rosemont.....	8	27,246	465	
91 — Stayner to Duntroon.....	5	15,212	323	
104 — Hwy. No. 9 to Grand Valley.....	1.5	5,500	77	
TOTALS.....	99.0	280,338	5,415	

Totals of Other Work Done on Division No. 5

CLASS OF WORK:

Bridges Built.....	Number	2		
Calcium Dust Layer on Gravel Surfaces.....		465 tons	97.0	miles
Salt used for de-icing roads.....		8,300	493.65	"
Right-of-way Fences erected.....			35.11	"
Snow fences, erected, dismantled and stored.....			190	"
Sand for Winter Maintenance.....		4,000		
Roads snowploughed and kept open.....			493.65	"
Equipment Storage houses erected.....	Total No.	11		
Shrubs received from Nurseries.....	" "	3,750		
Maintenance of Roadside Picnic Places.....	" "	93		
Maintenance of tables and benches in roadside places.....	" "	152		
	Number added last year	10		
Maintenance of tables and benches in off-road parks.....	Total No.	126		
	Number added last year	10		
Maintenance of Off-road areas.....	Acres	36.5		
Maintenance of snow hedges planted to-date.....			19.2	miles
Routine Maintenance on King's Highways.....			493.65	"
Maintenance of Scale Houses.....	Total No.	2		
Automatic Protection at R.R. Crossings added this year.....		2		

DIVISION NO. 6—TORONTO

Construction

Work on the Toronto By-Pass was continued and included the extension of the dual lane roadway on Highway No. 27 to connect with the Queen Elizabeth Way. Besides the actual grading of the main highway the project entailed the construction of service roads, some of which were paved to carry detoured traffic. The construction of traffic interchanges at main intersecting roads included several overpass and underpass structures. On sections where required, sodding and tree planting was carried out.

Other construction items of importance included major improvements on Highway No. 11, between Barrie and Severn Bridge. Just north of Orillia a grade separation was built over the C.N. Railway. A start was also made on another grade separation at Washago that will ultimately eliminate two existing level railway crossings. When completed, this project will cross the Trent Canal on a high level bridge that will replace the existing narrow swing bridge.

On the Queen Elizabeth Way, the cloverleaf and overpass at the Dixie Rd., commenced last year, was completed.

Other construction projects were carried out on Highways 69, 10, 12, 27, and 108 consisting of grading, gravelling, construction of culverts and paving.



Grade Crossing Elimination, Highway No. 11, north of Orillia



Bayfield Ave. Interchange, Highway No. 400 at Barrie

Maintenance

Routine Maintenance was carried out by all Patrols in Division No. 6 and in addition winter sanding and salting operations were carried out on all highways, including those designated to become part of the Metropolitan Area.

A considerable amount of Hot Mix patching was carried out on Highway No. 7 east, between Unionville and the York-Ontario line, on No. 7 west between No. 27 and the Toronto-Barrie Highway, on No. 47 between Goodwood and Uxbridge, on Yonge Boulevard and at other isolated spots on various highways.

Cold patching was also carried out at isolated spots.

Weed control was carried out over an area of 1,170 acres.

A temporary Bailey bridge was erected over the Millrace at Palgrave on Highway No. 50, this being necessitated by a washout at this point.

Considerable forestry work was done on Highways 7, 11, 26, 27 and particularly on the Toronto-Barrie and the Toronto By-Pass.

During this period repair work was done on the following bridges: The Humber River Bridge on Highway No. 5; the bridge over the Etobicoke Creek on Highway No. 10; the C.N.R. Overhead and the Bronte Bridge on the Q.E.W.

Highway	Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. this Year	Remarks
Grading and Culverts					
400 — Barrie By-Pass.....	7.5	1952	7.52	1.00	Cloverleaf Legs
10 — Cooksville to Brampton.....	4.50	1952	.98	2.36	
10 — Cooksville to Brampton.....	9.15	1953	.....	4.73	
11 — Crown Hill to Orillia.....	12.10	1952	.....	11.00	
11 — Orillia By-Pass.....	7.30	1952	.....	6.47	
69 — Mara Twp.....	7.70	1952	3.52	3.10	
69 — Rama Twp.....	7.75	1952	.....	7.72	
2-A — Oshawa Service Rd.....	2.00	1952	.....	2.00	Completed
401 — Hwy. No. 11 to Dawes Road.....	4.40	1953	.....	3.60	
401 — Dawes Rd. to Markham.....	5.00	1953	.....	.64	
401 — Markham Rd. to Hwy. No. 2-A.....	4.50	1953	.....	3.25	
27 — Hwy. No. 5 to Richview Rd.....	3.12	1953	.....	3.12	Completed
27 — Q.E.W. to Hwy. No. 5.....	1.60	1953	.....	.21	
401 — Hwy. No. 27 to Humber.....	3.50	1952	.....	3.50	Completed
11 — Severn Bridge, South.....	4.30	1953	.....	.86	
Q.E.W. — Dixie Side Rd., etc.....	4.14	1952	3.39	.75	Completed
27 — Hwy. No. 27 and Dixon Side Rd.....	.....	1953	.....	.12	
108 — Ontario Food Terminal.....	.....	1953	.....	.....
401 — Weston Rd. to Avenue Rd.....	6.10	1953	.....	5.66	
27 — Wyebridge and Penetang.....	8.10	1953	.....	1.02	
TOTAL.....	.....	.....	.....	61.11	

Granular Base Laid on New Grading

401 — Oshawa to Newcastle.....	11.40	1952	6.13	5.27	25,105 tons
400 — Barrie By-Pass.....	7.5	1952	.....	1.33	44,279 "
401 — Humber to Highway No. 27.....	3.5	1952	.....	.99	58,280 "
401 — Highway No. 11 to Dawes Rd.....	4.4	1953	.....	2.14	70,298 "
401 — Dawes Rd. to Markham.....	5.00	1953	.....	.50	10,424 "
27 — Highway No. 5 to Richview Rd.....	3.00	1953	.....	2.86	178,789 "
Q.E.W. — Dixie Side Rd., etc.....	4.14	1952	3.58	0.56	33,519 "
10 — Cooksville to Brampton.....	4.50	1952	.73	.47	22,263 "
2-A — Oshawa Service Rd.....	2.00	1952	.....	2.00	16,518 "
11 — Crown Hill to Orillia.....	12.10	1952	.....	4.41	64,893 "
11 — Orillia By-Pass.....	7.30	1952	.....	6.88	117,757 "
69 — Mara Twp.....	7.70	1952	.....	7.68	64,742 "

Highway	Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. this Year	Remarks
69 — Rama Twp.....	7.75	1952	.....	7.72	129,550 "
27 — Highway No. 27 and Dixon Rd...		1953	.....		2,883 "
27 — Wyebridge and Penetang.....	8.10	1953	.....	2.77	30,600 "
401 — D.H.O. Downsview.....		1953	.....		8,145 "
108 — Ontario Food Terminal.....		1953	.....		45,900 "
11 — Severn Bridge South.....			.....	
401 — Weston Rd. to Avenue Rd.....	6.1	1952	.....	.80	2,685 "
401 — Weston Rd. to Avenue Rd.....	6.1	1953	.....	5.66	32,418 "
TOTALS.....				52.04	959,051 tons

Granular Base Laid Where No Grading was Done

27 — Ontario Mental Hospital, Penetang.....	1.5	1953	.....	1.5	283 tons
26 — Midhurst to Stayner.....	6.52	1953	.....	5.99	130,316 "
92 — Elmvale to Wasaga.....	8.67	1953	.....	8.67	101,888 "
93 — Crown Hill to Waverley.....	17.48	1953	.....	17.48	20,000 "
TOTALS.....				33.64	252,488 tons

Gravelling Contracts Not Including Granular Base

92 — Elmvale to Wasaga.....	8.67	1953	.....	8.67	13,999 tons
93 — Crown Hill to Waverley.....	17.48	1953	.....	17.48	27,930 "
69 — Mara Twp.....	7.70	1953	.....	7.70	10,529 "
69 — Rama Twp.....	7.75	1953	.....	7.75	10,181 "
103 — Waubashene to Port Severn.....	4.95	1953	.....	4.95	5,002 "
DEVELOPMENT ROAD					
13 — Severn Falls to Big Chute.....	4.00	1953	.....	4.00	6,025 "
TOTALS.....				50.55	73,669 tons

Bituminous Pavement Built

401 — Oshawa to Newcastle.....	11.4	1952	.....	25.50	28,833 tons
400 — Barrie By-Pass.....	7.50	1952	11.10	3.90	9,488 "
401 — Highway No. 11 to Dawes Rd....	4.40	1953	.....	2.14	5,189 "
2-A — Ontario Hospital, Whitby.....		1953	.....		1,651 "
401 — Weston Rd. to Avenue Rd.....	6.10	1953	.....	12.55	55,090 "
401 — D.H.O. Downsview.....		1953	.....		2,452 "
27 — Highway No. 5 to Richview Rd...	3.00	1953	.....	2.95	4,670 "
27 — Highway No. 27 and Dixon Rd...		1953	.....	.12	645 "
27 — Ontario Hospital, Penetang.....	1.50	1953	.....	1.50	2,567 "
11 — Aurora to Bell's Corners.....	6.00	1952	4.47	.38	2,500 "
Q.E.W. — Dixie Side Rd., etc.....	4.14	1952	3.39	5.16	30,300 "
Code 201					
TOTALS.....				54.20	143,389 tons

Highway	Miles Completed this Year	Tons Placed this Year	Remarks
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Bituminous Resurfacing Old Pavements

10 — Cooksville to Brampton.....	9.05	24,958	
11 — Crown Hill to Orillia.....	10.15	15,500	
11 — Orillia to Severn.....	12.50	22,628	
26 — Midhurst to Stayner.....	6.52	17,013	
27 — Wyebridge to Penetang.....	8.10	17,531	
TOTALS.....	46.32	97,632	

Highway	Miles Completed this Year	Gals. Bit. Used this Year	Tons Chips Used this Year	Remarks
Bituminous Surface Treatment				
48 — Beaverton to Port Bolster.....	6.06	12,550	612	
12 — Beaverton to Brechin.....	8.37	33,553	1,726	
12 — Whitby to Sunderland.....	27.39	77,326	4,306	
TOTALS.....	41.82	123,429	6,645	

Highway	Miles Completed this Year	Gals. Bit. Used this Year	Tons Cover Used this Year	Remarks
Bituminous Prime on Gravel Surfaces				
11 & 11-A — Hwy. No. 401 to Finch's and Yonge Boulevard.....	7.00	.....	.....
93 — Crown Hill to Waverley.....	17.54	.....	.....
103 — Waubashene to Port Severn.....	4.59	.....	.....
122 — Lower Middle Rd.....	2.54	.....	.....
SECONDARY ROAD				
Code No.				
5001 — Port Severn to Honey Harbour..	9.00	.....	.....
TOTALS.....	40.67	141,413	3,616.55	

Highway	Tons on Road	Remarks
Crushed Gravel and Stone on Roads by Department Forces		
93 — Crown Hill to Waverley.....	600.0	
103 — Waubashene to Port Severn.....	1,000.0	
TOTAL.....	1,600.0	

Totals of Other Work Done on Division No. 6

CLASS OF WORK:			
Bridges Built.....	Number	2	
Calcium Dust Layer on Gravel Surfaces.....	200 tons	46.69 miles	
Salt used for de-icing roads.....	7,126.29	"	
Right-of-way Fences erected.....		86.11	"
Snow fences, erected, dismantled and stored.....		128.08	"
Sand for Winter Maintenance.....	90,469.73	"	
Roads snowploughed and kept open.....		695.78	"
Shrubs received from D.H.O. Nursery at Midhurst.....	Total No.	51,219	
Maintenance of Roadside Picnic Places.....	"	157	
Maintenance of tables and benches in roadside places.....	" "	197	
Maintenance of snow hedges planted to-date.....		3.30 miles	
Routine Maintenance on King's Highways.....		695.78	"
Routine Maintenance on Secondary Roads.....		9.00	"
Maintenance of Scale Houses.....	Total No.	4	
Automatic protection at R.R. Crossings added this year.....		3	

DIVISION NO. 7—PORT HOPE**Construction**

During the fiscal year ending March 31st, 1954, contracts were awarded for one grading job, two bridge and diversion jobs and one hot mix resurfacing job.

On a grading, culverts and granular borrow job, difficulties were experienced disposing of poor material in cuts and sub-excavation. The disposal of this material involved considerable double handling.



Bridge under construction, Highway No. 28 at Burleigh Falls



Heavy grading, on new Highway No. 115, between Newcastle and Peterboro

On Contract 52-89 grading and culvert construction the contractor experienced some difficulties with severe washouts at culvert locations due to heavy flash spring run-off. Even though the contractor took all the necessary or foreseeable precautions, he was put to considerable expense and suffered loss of time and effort as well, in coping with this situation.

Maintenance

Routine Maintenance was carried out on all Highways and Secondary Roads in the Division during the fiscal year 1953-54. The addition of hydraulic sanding units improved Winter maintenance operations considerably.

A total of 6,420 gallons of Zone Paint was handled in 1953, 3,584 gallons were used in this Division, the remaining gallonage was used by our crew in Divisions 8 and 10. The program commencing in May 1953 and terminated in October 1953, was generally successful.

The Weed Spraying program was intensified somewhat in 1953. Particular care was exercised by weed spraying crew and we had little difficulty, few complaints and no serious claims due to this operation.

The application of Prime on gravel, surface treatment and mulch operations on the whole were successful, more particularly the mulching operations.

The addition of an 8-10 ton roller on this work resulted in a marked improvement with respect to the uniformity of the surface. The heavier roller reduced the "ravelling" tendency and the dry, hot weather during the program also tended to improve the whole operation.

An Arboriculturist was added to the Division Staff in 1953, facilitating our tree planting program. Several thousand trees were planted during the year, the majority of which were placed on Highway No. 401 Newcastle to Oshawa (Divided Highway).

With the exception of three sanding contracts, the Winter Maintenance operations progressed similar to previous years.

Highway	Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. this Year	Remarks
Grading and Culverts					
115 — Highway No. 35 to Lots 20-21 Manvers Twp.....	5.64	1952	.....	5.64	Completed
115 — Lots 20-21 Manvers Twp. to Lots 8-9 Cavan Twp.....	5.24	1952	.....	4.82	
115 — Lots 8 & 9 Cavan Twp. to Highway No. 28.....	6.32	1952	.....	5.18	
45 — Fenella to Roseneath.....	3.00	1953	.....	3.00	Completed
28 — Burleigh Falls to 0.5 Mile Liverson and Bridge.....	0.48	1953	.....	0.48	Completed
14 — 1 Mile N. Mountain View to 2.25 Miles N. Mountain View.....	1.25	1953	.....	1.25	Completed
SECONDARY ROADS					
Bobcaygeon-Kinmount Road, 4½ mi. N. of Bobcaygeon to 5½ miles N. of Bobcaygeon.....	1.25	1953	1953	1.25	
Monk Road, 4 mi. E. of Norland to 5¼ mi. E. of Norland.....	1.25	1953	1953	1.25	
Monk Road, 2 mi. E. of Sebright to 2¾ mi. E. of Sebright.....	0.75	1953	1953	0.75	
TOTAL				23.62	

Highway	Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. this Year	Remarks
Granular Base Laid on New Grading					
45 — Fenella to Roseneath.....	3.0	1953	.....	3.0	62,360 tons
28 — Burleigh Falls (Bridge and Diversion)	0.48	1953	.....	0.48	6,472 "
14 — 1 mi. N. of Mountain View to 2.25 mi. N. of Mountain View.....	1.25	1953	.....	1.25	27,930 "
SECONDARY ROADS					
Bobcaygeon-Kinmount Rd., 4¼ mi. N. of Bobcaygeon to 5½ mi. N. of Bobcaygeon.....	1.25	1953	.....	1.25	25,000 "
Monk Rd., 4 mi. E. of Norland to 5¼ mi. E. of Norland.....	1.25	1953	.....	1.25	18,000 "
Monk Rd., 2 mi. E. of Sebright to 2¾ mi. E. of Sebright.....	0.75	1953	.....	0.75	12,000 "
TOTALS				7.98	151,762 tons

Granular Base Laid Where No Grading was Done					
35 — Pontypool to 6 mi. S. of Hwy. No. 7....	12	1953	.....	.....	13,500 tons
7 — Fowlers Corners to Hillhead.....	13.1	1953	.....	1.5	28,283 "
SECONDARY ROAD					
Bobcaygeon-Kinmount Rd., 3 mi. N. of Bobcaygeon to 4¼ mi. N. of Bobcaygeon.....	1.25	1953	.....	1.25	5,000 "
TOTALS.....				2.75	46,783 tons

Gravelling Contracts Not Including Granular Base					
7A — Port Perry to Bethany.....	19.8	1953	.....	19.8	20,000 tons
33 — Hillier to Wellington.....	6.7	1953	.....	6.7	15,000 "
SECONDARY ROAD					
Bobcaygeon to Kinmount.....	17.4	1953	.....	17.4	17,500 "
TOTALS.....				43.9	52,500 tons

Highway	Miles Completed this Year	Tons Placed this Year	Remarks
Bituminous Cold Mix Surface (Road Mix Mulch)			
14 — 1 mi. N. of Mountain View to 2.5. mi. N. of Mountain View.....	1.3	2,100	
33 — Hillier to Wellington.....	7.0	11,500	
46 — ¾ mi. S. of Argyle to 2½ mi. N. of Argyle.....	3.0	4,900	
SECONDARY ROAD			
Kinmount to 7.0 mi. S. of Kinmount.....	7.0	11,500	
TOTALS.....	18.3	30,000	

Bituminous Resurfacing Old Pavements			
7 — Fowlers Corners to Hillhead.....	12.1	17,964	Base Course only 1 mile to complete contract of 13.1 miles.

Highway	Miles Com- pleted this Year	Gals. Bit. Used this Year	Tons Chips Used this Year	Remarks
Bituminous Surface Treatment				
(M) 14 — Mountain View to Bloomfield.....	2.0	6,599	295.95	Emulsion Cont. 53-318
(M) 35 — Coboconk to Haliburton County.....	8.3	21,988	920.15	" "
(M) 36 — Bobcaygeon East.....	3.2	8,019	473.05	Asphalt "
(M) 36 — Lindsay to Bobcaygeon.....	3.0	6,704	357.35	" "
(M) 46 — Woodville North.....	3.0	8,277	348.40	Emulsion "
TOTALS.....	19.5	51,587	2,394.90	

Highway	Miles Completed this Year	Gals. Bit. Used this Year	Tons Cover Used this Year	Remarks
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Bituminous Prime on Gravel Surfaces

7A — Village of Port Perry.....	1.0	3,000	40
7A — Caesarea Turn to Highway No. 28.....	23.0	70,500	1,500
33 — Hillier to Wellington.....	7.0	21,500	525
35 — 5 mi. N. of Orono to 4 mi. S. of No. 7.....	17.4	53,500	1,090
36 — Nogies Creek to Burleigh Falls.....	20.3	62,000	1,500
45 — Fenella to Norwood.....	17.2	52,600	1,425
46 — 3 mi. N. of Woodville to Coboconk.....	24.6	75,000	2,280
SECONDARY ROADS			
Kirkfield to Lift Locks.....	2.0	6,100	75
Burnt River Village.....	1.0	3,000	60
3 mi. N. of Bobcaygeon to Kinmount....	15.4	47,000	975
Catchacoma Road Hwy. 36 to Cochrane's.....	10.6	32,500	500
Norland East and West.....	5.0	15,500	200
TOTALS.....	144.5	442,200	10,170

Highway	Tons on Road	Remarks
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Crushed Gravel and Stone on Roads by Department Forces

SECONDARY ROADS			
Kirkfield to Sebright.....	3,100		
Sebright to Norland.....	5,000		
Norland to Kinmount.....	3,100		
Victoria Road to Uphill.....	2,800		
TOTAL.....	14,000		

CLASS OF WORK: Totals of Other Work Done on Division No. 7

Bridges Built.....	3		
Calcium Dust Layer on Gravel Surfaces for de-icing roads.....	28 tons		
Calcium Dust Layer on Gravel Surfaces.....	180 "	55	miles
Salt used for de-icing roads.....	5,047 "		
Right-of-way Fences erected.....		43.86	"
Snow fences, erected, dismantled and stored.....		161.41	"
Sand for Winter Maintenance.....	52,040 "		
Roads snowploughed and kept open.....		622.93	"
Equipment Storage houses erected.....	Total No. 8		
Shrubs received from D.H.O. Nursery at Midhurst.....	Total No. 6,680		
Other Nurseries.....	" " 38,500		
Maintenance of Roadside Picnic Places.....	" " 85		
Number added last year.....	2		
Maintenance of tables and benches in roadside places.....	Total No. 129		
Number added last year.....	7		
Maintenance of snow hedges planted to-date.....		6.6	miles
Routine Maintenance on King's Highways.....		500.72	"
Routine Maintenance on Secondary Roads.....		113.28	"
Maintenance of Scale Houses.....	Total No. 1		



Ditching and Drainage, new Highway No. 401 between Belleville and Trenton



Portion of Trans-Canada Highway (No. 7) near junction with Highway No. 37

DIVISION NO. 8—KINGSTON**Construction**

Construction effort on this division in the year 1953-54 was largely concentrated on the Trans-Canada section of Highway No. 7 and Highway No. 401.

Grading was completed on two Trans-Canada contracts and begun on a third. Paving was begun on one of these completed contracts, but not completed.

Work on the Kingston By-Pass section of the Highway No. 401, begun in 1952-53, was continued, and one additional contract let, which involved the heaviest work on this highway in the Kingston area. It included the inter-sections with Montreal St., Kingston, and Highway No. 15, and the crossing of the C.N. Rly., but did not cover the Cataraqui River (Rideau Canal) crossing. Two additional contracts were let, and work was begun, on the construction of this highway, between Highway No. 14 north of Belleville and the Trent River.

Additional grading was done on Highway No. 15 North and South of Portland, and at the entrance to a new plant on Highway No. 2 at Maitland.

Two new bridges were built on Highway No. 41 north of Napanee, and new pavement was laid on this highway from Napanee to Erinsville.

Paving operations completed this year reduced the mileage of gravel surface on this Division to 2 miles (from Cole's Ferry Northerly, on Highway No. 41).

Maintenance

A large program of Resurfacing old pavements was carried out, involving altogether 45.3 miles and 122,000 tons of material. In some instances, base gravel cushion was used to strengthen existing foundations. For the first time, the rate of Resurfacing exceeded the rate of deterioration and a net improvement in Road Surfaces is accordingly noted. Less heavily travelled roads were surface treated for a total of 20.5 miles, and a surface treatment was also used to transform 28.4 miles of stone roads on Wolfe Island into low-cost bituminous surfaces. All gravel surfaces were treated with asphalt prime for dust control; calcium chloride was also used for this purpose early in the season.

Routine maintenance was carried out on 616.3 miles of King's Highways and 6.6 miles of secondary road, and winter maintenance on the same mileage. Roadside tables and off-the-road parks were maintained as in former years.

An increase was noted in traffic using the Ferry "Quinte" across the Bay of Quinte, a total of 146,685 vehicles being carried, for an increase of 7% over the previous year. A contract was let for the construction of an additional ferry to augment the service offered by the "Quinte," and it is expected that this vessel will enter service early in the summer of 1954.

Highway	Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. this Year	Remarks
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Grading and Culverts

	2 — C.I.L. Plant, Maitland.....	0.6	1953	0.4	
T.C.H.	7 — Junction of 7 and 37 to Hastings Co. Line.....	6.1	1952	6.0	0.1	Completed
T.C.H.	7 — Bathurst to Maberly.....	7.1	1952	3.0	4.1	Completed
T.C.H.	7 — Hwy. No. 38 to Maberly.....	8.3	1953	....	0.9	
	15 — 1 mi. N. of Crosby to Portland North.....	6.7	1952	1.5	5.0	90% compl.
401 —	Hwy. No. 38 to East of Division St., Kingston.....	3.0	1952	0.5	2.2	90% compl,

Highway	Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. this Year	Remarks
401 — Trent River to Lots 18-19.....	4.65	1953	....	0.3	
401 — Sidney Twp. Lots 18-19 to Hwy. No. 14.....	5.7	1953	....	4.2	
401 — Montreal Street to Hwy. No. 15.....	3.06	1953	....	0.6	
TOTAL.....				17.8	

Granular Base Laid on New Grading

T.C.H. 2 — C.I.L. Plant, Maitland.....	0.6	1953	....	0.5	10,955 tons
T.C.H. 7 — Junction of Hwy. 37 and 7 to East Hastings Co. Line.....	6.0	1952	5.9	0.1	20 "
T.C.H. 7 — Bathurst to Maberly.....	7.1	1952	....	7.1	47,692 "
T.C.H. 7 — Hwy. No. 38 to Maberly.....	8.41	1953	....	....	....
15 — 1 mi. N. of Crosby to Portland North.....	6.7	1952	1.0	5.7	68,054 "
401 — Lot 18-19 Sidney Twp. to Hwy. No. 14.....	5.7	1953	....	....	35,000 "
401 — Hwy. No. 38 to East of Division St., Kingston.....	3.0	1952	....	....	4,800 "
TOTALS.....				13.4	166,521 tons

Granular Base Laid Where No Grading was Done

15 — Hwy. No. 2 to Joyceville.....	10.2	1953	....	10.20	83,724 tons
32 — Gananoque to Hwy. No. 15....	11.36	1953	....	11.36	12,836 "
37 — Tweed to Hwy. No. 7.....	6.5	1953	....	6.50	10,276 "
TOTALS.....				28.06	106,836 tons

Bituminous Pavement Built

T.C.H. 7 — Bathurst to Maberly.....	7.2	1953	....	3.6	12,533 tons
33 — Glenora Ferry Dock approaches.....	....	1952	....	....	277 "
41 — Napanee to Roblin.....	9.0	1953	....	9.0	25,101 "
41 — Roblin to Tamworth Corner....	8.5	1953	....	8.5	24,510 "
T.C.H. 7 — Hwy. No. 37 to East Hastings Line.....	6.1	1953	....	6.1	16,598 "
Mowat Hospital for Dept. Public Works.....	1.1	1953	....	1.1	1,556 "
TOTALS.....				28.3	80,575 tons

Highway	Miles Completed this Year	Tons Placed this Year	Remarks
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Bituminous Cold Mix Surface (Road Mix Mulch)

Patching various short stretches in Division.. 500

Bituminous Resurfacing Old Pavements

2 — Belleville, Easterly.....	5.2	25,480	Cont. 53-377 (Dual lane 2.64 mi.)
2 — Napanee to Odessa.....	6.0	18,030	Cont. 53-399 (H.L.8 Base only)
(Base only)			
15 — Hwy. No. 2 to Joyceville.....	10.2	33,168	Cont. 53-376
32 — Gananoque to Hwy. No. 15.....	11.4	30,017	Cont. 53-375
37 — Tweed to Hwy. No. 7.....	6.5	15,684	Cont. 53-49
TOTALS.....	39.3	122,379	

Highway	Miles Completed this Year	Gals. Bit. Used this Year	Tons Chips Used this Year	Remarks
Bituminous Surface Treatment				
T.C.H. 7 — Bathurst to Perth.....	7.0	16,133	786	Cont. 53-319
14 — Belleville to Foxboro.....	5.0	9,879	631	Cont. 53-319
37 — Roslin to 2 mi. S. of Tweed....	8.5	20,692	968	Cont. 53-319
95 & 96 — Wolfe Island.....	28.4	50,352	3,351	Cont. 53-319
TOTALS.....	48.9	97,056	5,736	

Highway	Miles Completed this Year	Gals. Bit. Used this Year	Tons Cover Used this Year	Remarks
Bituminous Prime on Gravel Surfaces				
T.C.H. 7 — Hwy. No. 37 to East Hastings Line.....	6.1	25,148	900	Cont. 53-27
T.C.H. 7 — Bathurst to Maberly.....	7.2	33,505	.....	Cont. 52-28
95 & 96 — Wolfe Island.....	27.0	68,937	1,595	Cont. 53-307
TOTALS.....	40.3	127,590	2,495	

Totals of Other Work Done on Division No. 8

CLASS OF WORK:				
Bridges Built.....			2	
Calcium Dust Layer on Gravel Surfaces.....			2.8 tons	9.0 miles
Salt used for de-icing roads.....			9,400 "	
Right-of-way Fences erected.....				59.75 "
Snow fences, erected, dismantled and stored.....				64.45 "
Sand for Winter Maintenance.....			47,844 "	
Roads snowploughed and kept open				622.94 "
Equipment Storage houses erected..		Total No.	52	
		Number added last year	4	
Shrubs received from Other Nurseries.....		Total No.	7,392	
Maintenance of Roadside Picnic Places.....		" "	57	
Maintenance of tables and benches in roadside places.....		" "	137	
Maintenance of tables and benches in off-road parks.....		" "	274	
Maintenance of Off-road areas.....		Acres	94.5	
Maintenance of snow hedges planted to-date.....				1.2 miles
Routine Maintenance on King's Highways.....				616.34 "
Routine Maintenance on Secondary Roads.....				6.60 "
Automatic Protection at R.R. Crossings added this year.....			1	

DIVISION NO. 9—OTTAWA

Construction

The Trans-Canada Highway is now complete from Greens Creek near Ottawa almost to Wendover, a distance of about 25 miles. The remaining distance to the Quebec Border is now under contract.

No special problems were encountered during this year's construction.

Maintenance

Between Cardinal and Iroquois, a distance of six miles, pavement was widened with cold mix asphalt a distance of 18 inches on either side. This was a continuation of previous year's work which proved to be very successful.

Four new sanding and salting units were placed in operation on Highway No. 2 between Johnstown and the Quebec Boundary and on No. 31 between Morrisburg and Williamsburg. These proved successful after certain structural and mechanical modifications were made both by the Division Garage and the manufacturer.

Storage facilities for bulk salt — capacity 250 tons each, and heated storage for loading equipment were provided at Lancaster, Aultsville and Johnstown, the latter constructed jointly by Ottawa and Kingston Divisions.

Approximately 8,000 tons of chemically treated sand for winter maintenance was placed in stockpiles on Highway No. 2 between Johnstown and the Quebec Boundary.

Highway		Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. this Year	Remarks
Grading and Culverts						
17	T.C.H. — East of Rockland, Easterly for 6.6 mi.....	6.6	1951	6.0	0.6	
17	— T.C.H. — Plantagenet West, Westerly for 7.7 mi.....	7.7	1951	6.5	1.2	
43	— 4 mi. W. Alexandria, Westerly for 5 mi.....	5.0	1952	.....	5.0	
17	— T.C.H. — Plantagenet East, Easterly to E. of Alfred.....	7.94	1953	.....	7.94	
44	— Carp Westerly, Westerly for 5.2 mi.....	5.2	1953	.....	.....	Grading, Culverts and Hot Mix Pavement
17	— T.C.H. — E. of Alfred to L'Original Overhead.....	7.7	1953	.....	.....
15	— T.C.H. — Stittsville, Westerly for 7.3 mi.....	7.3	1953	.....	.....
17	— T.C.H. — L'Original Overhead Easterly, Westerly for 7.8 mi.....	7.8	1954	.....	.....
17	— T.C.H. — Que. Bdry, Westerly, Westerly for 7.6 mi.....	7.6	1954	.....	.....
43	— Chesterville to Finch.....	8.4	1952	8.0	0.4	
DEVELOPED ROADS 1953						
102	— Pakenham Twp.—Bellamy Road, N.W. part.....	9.0	1950	5.5	1.1	
148	— Dundas Co.—Mountain Twp.—Winchester Westerly.....	6.5	1951	4.4	2.1	
149	— Glengarry Co.—Locheil Twp.—Alexandria Easterly to Glen Robertson.....	6.7	1951	3.0	1.5	
165	— Lanark Twp.—Rosetta Road.....	6.2	1951	5.65	0.55	
178	— Darling Twp.—Brightside North-westerly to Lavant Town Line.....	5.0	1951	4.80	0.20	
179	— Torbolton Twp.—The Fifth Side Road.....	3.0	1951	1.1	1.4	
192	— Sherbrooke South Twp.—Maberly—Bolingbrooke Road.....	3.5	1952	1.9	1.6	
193	— Sherbrooke North Twp.—Elphin to Snow Road.....	3.0	1952	0.7	1.0	
217	— March Twp.—Fifteenth Side Road, K/H No. 17 Easterly.....	2.75	1953	.....	2.75	Complete, less gravel
234	— N. Burgess Twp. and N. Elmsley Twp.—Scotch Line to Otty Lake.....	3.0	1953	.....	3.0	
243	— Huntley Twp.—Burnt Lands Road, Northerly from K/H No. 44.....	1.75	1953	.....	1.0	
TOTAL.....					31.34	
Granular Base Laid on New Grading						
17	— T.C.H. — E. of Rockland, Easterly for 6.6 mi.....	6.6	1951	6.0	0.6	41,147 tons
17	— T.C.H. — Plantagenet Westerly, Westerly for 7.7 mi.....	7.7	1951	6.5	1.2	81,030 "
43	— 4 mi. W. of Alexandria, Westerly for 5.0 mi.....	5.0	1952	.....	5.0	162,409 "
17	— T.C.H. — Plantagenet Easterly, Easterly to E. of Alfred.....	7.94	1953	.....	7.94	92,792 "
43	— Chesterville to Finch.....	8.4	1952	8.0	0.4	6,056 "
DEVELOPMENT ROADS						
165	— Lanark Twp.....	6.2	1951	5.65	0.55	8,720 "
234	— North Burgess.....	3.0	1953	.....	3.0	2,880 "
243	— Huntley.....	1.75	1953	.....	1.0	1,960 "
TOTALS.....					19.69	396,994 tons

Highway	Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. this Year	Remarks
Granular Base Laid Where No Grading was Done					
43 — Finch to Monkland.....	10.0	1952	.....	10.0	122,749 tons
17 — T.C.H. — Rockland to Wendover.....	10.6	1952	.....	10.6	110,425 "
2 — Summerstown to Lancaster.....	7.0	1953	.....	7.0	22,700 "
31 — Winchester Northerly to Carleton County Line.....	6.3	1953	.....	6.3	34,214 "
17 — T.C.H. — Plantagenet Easterly, E. of Alfred.....	8.0	1953	.....	8.0	18,700 "
15 — Stittsville to Ashton.....	10.8	1953	.....	10.8	8,240 "
TOTALS.....				52.7	317,028 tons

Gravelling Contracts Not Including Granular Base

29 — Vicinity Carleton Place.....	.....	1952	.....	.....	10,543 tons
17 — Cumberland to Plantagenet.....	.....	1953	.....	.....	9,991 "
17 — Cobden to Renfrew.....	.....	1953	.....	.....	10,036 "
DEVELOPMENT ROADS					
102 — Pakenham.....	9.0	1950	5.5	1.1	630 "
165 — Lanark.....	6.2	1951	5.65	0.55	8,100 "
179 — Torbolton.....	3.0	1951	1.1	1.4	2,760 "
TOTALS.....				3.05	42,060 tons

Compl.
Previous
years

Bituminous Pavement Built

17 — T.C.H. — 3 mi. E. of Rockland to ½ mi. W. of Wendover.....	10.6	1953	1953	10.6	43,783 tons
17 — T.C.H. — Plantagenet to E. of Alfred.....	8.0	1953	.....	4.0	9,977 "
43 — Finch to Monkland.....	10.0	1953	.....	10.0	31,819 "
TOTALS.....				24.6	85,579 tons

Highway	Miles Completed this Year	Tons Placed this Year	Remarks
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Bituminous Cold Mix Surface (Road Mix Mulch)

SECONDARY ROADS			
Burnstown to Calabogie.....	4.0	5,180	
Calabogie to Brightside.....	2.9	3,700	
TOTALS.....	6.9	8,880	

Bituminous Resurfacing Old Pavements

2 — Summerstown to Lancaster.....	7.0	20,491	
15 — Stittsville to Ashton Station.....	10.8	16,980	Base only
31 — Winchester Northerly to Carleton County Line.....	6.3	9,929	Base only
DEVELOPMENT ROADS			
148 — Winchester Westerly 6.6 mi.....	2.1	2,440	Completed
149 — Alexandria Easterly 6.7 mi.....	0.60	710	
TOTALS.....	26.80	50,540	



New Bridge over Madawaska River, south of Arnprior



Completed portion of Trans-Canada Highway (No. 17) west of Cumberland

Highway	Miles Completed this Year	Gals. Bit. Used this Year	Tons Chips Used this Year	Remarks
Bituminous Prime on Gravel Surfaces				
43 — Alexandria West, Westerly 4 mi.....	4.0	9,880	455	
43 — Chesterville to Finch.....	8.4	25,359	1,112	
SECONDARY ROADS				
Burnstown to Calabogie.....	9.4	23,180	909	
Calabogie to Black Donald Mines.....	10.0	24,700	1,139	
Calabogie to Brightside.....	18.0	44,460	2,215	
TOTALS.....	49.8	127,579	5,830	

Highway	Tons on Road	Remarks
Crushed Gravel and Stone on Roads by Department Forces		
2 — Cardinal.....	2,000	Shouldering and Cold Mix for shoulders
2 — Lancaster.....	1,000	Shoulders
17 — Cobden.....	1,000	"
17 — Haley's Stn.....	500	"
17 — Cumberland.....	1,000	"
17 — Rockland.....	1,000	"
29 — Carleton Place.....	10,000	Shouldering and Cold Mix for patching
31 — Winchester Springs.....	500	"
43 — Finch.....	5,000	"
TOTAL.....	22,000	

Totals of Other Work Done on Division No. 9

CLASS OF WORK:

Bridges Built.....	2	
Calcium for de-icing roads.....	200 tons	
Salt used for de-icing roads.....	9,263	"
Right-of-way Fences erected.....		14.3 miles
Snow fences, erected, dismantled and stored.....		155.1 "
Sand for Winter Maintenance.....	9,500	"
Roads snowploughed and kept open.....		576 "
Equipment Storage houses erected.....	Total No.	19
Shrubs received from D.H.O. Nursery at Midhurst.....	" "	800
Other Nurseries.....	" "	6,865
Maintenance of Roadside Picnic Places.....	" "	45
Maintenance of tables and benches in roadside places.....	Total No.	119
	Number added last year	30
Maintenance of tables and benches in off-road parks.....	Total No.	34
	Number added last year	8
Maintenance of snow hedges planted to-date.....		3.9 miles
Routine Maintenance on King's Highways.....		520 "
Routine Maintenance on Secondary Roads.....		43 "
Development Roads Built.....		16.2 "

DIVISION NO. 10—BANCROFT

Construction

The only construction carried out during the year was on Highway No. 28 where .57 miles of grading completed contract 52-29 and 6.55 miles completed contract 52-71. The total mileage of these two jobs was mulched a distance of 12.77 miles. Under contract 53-06 a 58-foot bridge over Eels Creek was built.

Maintenance

Only normal maintenance was carried on throughout the year including 12.5 miles of 24' wide mulch and 75 miles of surface treating.

A nine bay heated storage was built on the outskirts of Bancroft on Highway No. 28.

The teletype has proved a very efficient means of communication between head office and the various divisions.

Highway	Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. this Year	Remarks
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Grading and Culverts

28 — 6.12 mi. N. of Burleigh Falls to 11.84 mi. N. (Cont. 52-29).....	5.72	1952	5.15	0.57	
28 — Bancroft, 7.05 mi. W. (Cont. 52-71)....	7.05	1952	0.5	6.55	Completed
28 — Apsley, 5.06 mi. S. (Cont. 54-21).....	5.06	1954	.....	.....	Contractor started working Feb. 26/54

DEVELOPMENT ROADS

67 — Dacre to 2 mi. W. of Shamrock.....	16.00	1949	3.00	5.00	
86 — Denbigh to Plevna.....	19.00	1950	4.00	2.50	
87 — Ardoch to Clarendon.....	14.00	1950	3.00	3.00	
176 — K.H. No. 41 to 6 mi. N.W. Opeongo.....	6.00	1951	3.50	2.50	Completed
177 — Hardwood Lake to Snake Creek.....	8.00	1951	1.00	1.50	
186 — Quadville to Foymount.....	10.00	1952	1.50	2.00	
211 — Dacre to Mt. St. Patrick.....	6.00	1953	.....	2.50	
213 — Fort Stewart to Boulter.....	2.80	1953	.....	1.75	
214 — Bessemer to Hermon.....	4.00	1953	.....	2.00	
221 — Jewelville to Rosenthal.....	3.00	1953	.....	2.00	
228 — Snow Road, South and East.....	3.00	1953	.....	0.75	
229 — County Road 13 (Stafford Swamp Road), North-Easterly 3.3 mi.....	3.30	1953	.....	1.50	3 creosote timber 4 x 4 culverts
236 — Osceola to Bulger's Corners.....	2.00	1953	.....	2.00	Completed
240 — Lower Faraday Road.....	12.50	1953	.....	1.25	
TOTAL.....				37.37	

Granular Base Laid on New Grading

28 — Bancroft, 7.05 mi. W. (Cont. 52-71)....	7.05	1953	.....	7.05	35,008 tons
DEVELOPMENT ROADS					
67 — Dacre to 2 mi. W. of Shamrock.....	16.00	1949	3.00	5.00	41,503 "
TOTALS.....				12.05	76,511 tons

Gravelling Contracts Not Including Granular Base

28 — Bancroft to 7.05 mi. West (Cont. 52-71)	7.05	1953	.....	7.05	24,330 tons
DEVELOPMENT ROADS					
67 — Shamrock 4 mi. East to 6 mi. East....	.....	.....	2.00	0.25	2,800 "
174 — Detlor to Egan Creek.....	.....	.....	.....	.....	1,450 "
TOTALS.....				7.30	28,580 tons



Surface Treatment on Highway No. 62, south of L'Amable



Mulch Pavement on newly constructed Highway No. 28, south of Eel's Creek

Highway	Miles Completed this Year	Tons Placed this Year	Remarks
Bituminous Cold Mix Surface (Road Mix Mulch)			
28 — Bancroft to 7.05 mi. West.....	7.05	12,690	24' wide, Day Labour
28 — 6.12 mi. N. of Burleigh Falls to 11.84 mi. North.....	5.72	10,296	" " " "
Bancroft Village.....	0.28	1,460	Sidewalk to Sidewalk Aug. '53
SECONDARY ROADS			
207 — Killaloe to Brudenell.....	9	13,100	18' wide, Day Labour
TOTALS.....	22.05	37,446	

Bituminous Resurfacing Old Pavements			
60 — 1.0 mi. W. of Barrys Bay to 1.6 mi. W. of Barrys Bay.....	0.60	990	
62 — 1.5 mi. S. of Barrys Bay to 18.50 mi. S. of Barrys Bay.....	4.60	6,900	Intermittent
TOTALS.....	5.20	7,800	

Highway	Miles Completed this Year	Gals. Bit. Used this Year	Tons Chips Used this Year	Remarks
Bituminous Surface Treatment				
28 — Burleigh Falls to 6.12 mi. N.....	6.12	.....	.....
28 — Apsley to Paudash Lake.....	21.93	.....	.....
62 — Bancroft to 8.39 mi. N.....	8.39	.....	.....
62 — 3.6 mi. S. of Maynooth to 2.47 mi. E.	6.07	.....	.....
62 — Barrys Bay to 1.5 mi. S.....	1.50	.....	.....
60 — Wilno to Deacon Bridge.....	4.50	.....	.....
SECONDARY ROADS				
207 — Eganville to Cormac.....	12.80	173,060	7,098	Total — Hwys. and Sec. Roads
DEVELOPMENT ROADS				
51 — Eganville to Douglas.....	9.80	22,637	1,158	
TOTALS.....	71.11	195,697	8,256	

Highway	Miles Completed this Year	Gals. Bit. Used this Year	Tons Sand Used this Year	Remarks
Bituminous Prime on Gravel Surfaces				
28 — Apsley to 10.78 mi. S.....	10.78	.....	.....
28 — Bancroft to 7.05 mi. W.....	7.05	.....	.....
62 — Round Lake to 11.5 mi. N.....	11.5	.....	.....
SECONDARY ROADS				
205 — Combermere to Quadville.....	17	.....	.....
203 } Maynooth to Whitney.....	26	.....	.....
217 }				
215 — Bancroft to Haliburton Boundary....	11	.....	.....
201 — Bancroft to Hermon	14	.....	.....
206 — Killaloe to Round Lake.....	12	.....	.....
207 — Killaloe to Brudenell.....	9	.....	.....
210 — Golden Lake to Lake Dore.....	10	.....	.....
209 — Dacre to Hyndford	9	.....	.....
TOTALS.....	137.33	381,907	6,960	

Totals of Other Work Done on Division No. 10

CLASS OF WORK:				
Bridges Built.....	2			
Calcium Dust Layer on Gravel Surfaces.....	553 tons	103.77 miles		
Salt used for de-icing roads.....	3,450 "			
Right-of-way Fences erected.....		27.04 "		
Snow fences, erected, dismantled and stored.....		18 "		
Sand for Winter Maintenance.....	32,683 "			
Roads snowploughed and kept open.....		523 "		
Equipment Storage houses erected.....	Total No.	10		
	Number added this year	1		
Maintenance of Roadside Picnic Places.....	Total No.	7		
Maintenance of tables and benches in roadside places.....	" "	14		
Maintenance of tables and benches in off-road parks.....	" "	111		
	Number added last year	10		
Maintenance of Off-road areas.....	Acres	80		
Maintenance of snow hedges planted to-date.....			3.3 miles	
Routine Maintenance on King's Highways.....		333	"	
Routine Maintenance on Secondary Roads.....		212	"	
Routine Maintenance on Development Roads.....		6	"	
Development Roads Built.....		30.25	"	

DIVISION NO. 11—HUNTSVILLE

Construction

Due to the nature of the deep soundings at Scotia Jct. it was necessary to engage the Foundation Co. of Canada to investigate. The design of the Scotia Jct. Overhead was based upon their findings.

Highway	Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. this Year	Remarks
Grading and Culverts					
11 — Novar to Scotia Junction.....	5.24	1952	0.50	4.00	
11 — Scotia to 4.75 mi. N.....	4.75	1952	0.40	4.15	
69 — Gordon Bay to Hayes Corner.....	6.15	1952	0.30	3.40	
69 — Gordon Bay to Footes Bay.....	4.7	1953		0.40	
35 — Minden, N. and S.....	3.14	1952	2.61	0.53	Completed
SECONDARY ROADS					
Tory Hill to Wilberforce.....	5.4	1953		1.25	
Wilberforce, Easterly (Cardiff Twp.).	2.1	1953		1.70	
Haliburton—Essonville—Tory Hill.....	6.85	1950	3.85	1.35	
McKellar, Westerly.....	1.1	1952	0.3	0.80	Completed
DEVELOPMENT ROADS					
Peninsula Road—Medora and Wood Twp.....	3.8	1951	2.0	1.8	Completed
Lake of Bays Road—Brunel and Franklin Twps.....	7.0	1949	5.0	2.0	Completed
Ingoldsby Road—Anson, Hindon and Minden Twp.....	3.5	1951	1.8	1.7	Completed
Delarge Diversion—Macaulay Twp....	1.2	1952	1.0	0.2	Completed
Fletcher Lake Rd.—Sherbourne Twp..	2.0	1951	1.0	1.0	Completed
Cheddar Rd.—Cardiff Twp.....	4.0	1952	2.0	2.0	Completed
Head Lake Rd.—Bexley Twp.....	7.0	1951	5.0	2.0	Completed
Bangor Lodge Rd.—Monck Twp.....	2.0	1953		2.0	Completed
Rama-Dalton Rd.—Rama Twp.....	3.5	1951	2.0	1.5	Completed
Blackstone Rd.—Foley Twp.....	3.5	1952		1.0	Completed
Round Lake Road—McMurrich Twp.	6.0	1953		6.0	Completed
Midlothian Rd.—Ryerson Twp.....	11.0	1951		1.5	
Peninsula Rd.—Humphrey Twp.....	6.0	1948		1.0	
Midlothian Rd.—Chapman Twp.....	3.5	1950		0.5	
Turtle Rd.—Christie Twp.....	6.0	1951		1.0	
Sundridge, Northerly—Strong Twp....	3.0	1950		1.5	
Eagle Lake North End—Machar Twp.	4.0	1951		1.5	
TOTAL.....				45.78	



Bridge over North Branch, Muskoka River, Highway No. 11



Heavy Grading, Trans-Canada Highway (No. 69) south of Gordon Bay

Highway	Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. this Year	Remarks
Granular Base Laid on New Grading					
11 — Novar to Scotia.....	5.24	1953	.....	1.0	15,500 tons
69 — Gordon Bay to Hayes Corner.....	6.15	1953	.....	1.0	4,000 "
35 — Minden, N. and S.....	3.14	1952	2.60	.54	5,700 "
SECONDARY ROADS					
Wilberforce, Easterly (Cardiff Twp.)..	2.1	1953	.....	1.70	6,100 "
Tory Hill to Wilberforce.....	5.4	1953	.....	1.25	5,100 "
Haliburton—Essonville—Tory Hill.....	6.85	1950	3.85	1.35	5,100 "
McKellar, Westerly.....	2.0	1952	0.3	1.7	20,200 "
TOTALS.....				8.54	61,700 tons

Granular Base Laid Where No Grading was Done

SECONDARY ROADS					
Lone Pine to Windermere Road Jct.	7.0	1953	.....	7.0	30,000 tons

Gravelling Contracts Not Including Granular Base

35 — Minden, N. and S.....	10	1953	.....	10	15,000 tons
35 — Dwight (Jct. Hwy. 60) to Dorset.....	10	1953	.....	10	5,036 "
SECONDARY ROADS					
Rosseau to Hayes Corner.....	12	1953	.....	12.0	20,002 "
Lone Pine to Windermere Rd. Jct.....	7	1953	.....	7.0	15,000 "
DEVELOPMENT ROADS					
Gooderham to Cavendish Boundary....	4.5	1953	.....	4.5	4,500 "
Portage Road—Thorah Twp.....	5.0	1953	.....	5.0	20,300 "
TOTALS.....				48.5	79,838 tons

Highway	Miles Completed this Year	Tons Placed this Year	Remarks
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Bituminous Cold Mix Surface (Road Mix Mulch)

11 — South Falls to Wychwood Cabins.....	12.0	22,500	900 tons of this tonnage for patching
69 — Magnetawan R. to French R.....	18.0	32,670	270 tons of this tonnage for patching
35 — Minden By-Pass.....	3.0	6,450	150 tons of this tonnage for patching
			900 tons of this tonnage for patching
			Channelization and 5 approaches
SECONDARY ROADS			
Lone Pine to Rosseau.....	7.0	10,740.0	240 tons of this tonnage for patching
Utterson (Hwy. 11) to Rosseau Rd. Jct.....	0.6	1,125.0	225 tons of this tonnage for patching
Rosseau Westerly.....	2.0	3,000.0	
Haliburton to Fox Corners.....	5.0	7,560.0	60 tons of this tonnage for patching
TOTALS.....	47.6	84,045.0	

Bituminous Resurfacing Old Pavements

11 — Novar to Burks Falls.....	14.0	3,900.0	Patching including ramp at Novar
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REPORT UPON HIGHWAY

Highway	Miles Completed this Year	Gals. Bit. Used this Year	Tons Chips Used this Year	Remarks
Bituminous Surface Treatment				
69 — Footes Bay to Gordon Bay.....	7.0	18,289	870.55	Cont. 53-321
SECONDARY ROADS				
Jct. No. 69 to Waubamick.....	6.7	15,945	792.95	
Cecebe Lake to Magnetawan.....	6.0	13,006	636.15	
Kinmount to Irondale.....	10.3	22,661	977.80	
Baysville to 2 mi. S. of Huntsville.	12.0	29,133	1,440.45	+570 Tons stock- piled at Huntsville
Haliburton to Eagle Lake.....	11.0	26,756	1,168.45	
			570.00	Stockpiled
TOTALS.....	53.0	125,790	6,456.35	

Highway	Miles Completed this Year	Gals. Bit. Used this Year	Cu. Yd. Sand Used this Year	Remarks
Bituminous Prime on Gravel Surfaces				
69 — Glen Orchard to Footes Bay.....	6	19,233	308	
69 — Nobel to Magnetawan River.....	40	128,200	2,055	
SECONDARY ROADS				
Eagle Lake to Redstone Lake.....	4	11,600	204	Contract 53-310
Irondale to Hastings Boundary.....	40	116,000	2,040	
Foxes Corner to Tory Hill.....	11	31,900	561	
Raymond to Hayes Corner (Hwy. 69).....	26	75,400	1,326	
Emsdale to Sprucedale.....	8	23,200	408	
Waubamick to Magnetawan.....	33	95,700	1,683	
Jct. Hwy. 69 to Bayfield Park.....	3	8,700	153	
Jct. Hwy. 69 to Britt Village.....	2	5,800	104	
TOTALS.....	173	515,733	8,842	

Totals of Other Work Done on Division No. 11

CLASS OF WORK:

Bridges Built.....	2		
Calcium Dust Layer on Gravel Surfaces for de-icing roads.....	105.75 tons	66.2 miles	
Salt used for de-icing roads.....	6,455 "		
Right-of-way Fences erected.....		17.3 "	
Snow fences, erected, dismantled and stored.....		18.2 "	
Roads snowploughed and kept open.....		326.2 "	
Equipment Storage houses erected.....	Total No.	17	
Maintenance of Roadside Picnic Places.....	" "	24	
Maintenance of tables and benches in roadside places.....	" "	28	
Maintenance of tables and benches in off-road parks.....	" "	151 tables	
Maintenance of Off-road areas.....	" "	9 acres	
Maintenance of snow hedges planted to-date.....		10.3 miles	
Snow Hedges added last year.....		5.0 "	
Routine Maintenance on King's Highways.....		329.3 "	
Routine Maintenance on Secondary Roads.....		365.7 "	
Development Roads Built.....		28.2 "	
Maintenance of Scale Houses.....	Total No.	2	

DIVISION NO. 13—NORTH BAY

Construction

The outstanding accomplishment during 1953 was the completion of the North Bay By-Pass. This allows traffic to use the new route from just south of Nipissing Junction around North Bay to a point west of the City at Duchesnay Creek. The new route is 8.56 miles; the old was 9.02 miles.

Owing to the late date of completion of grading on the west 2.35 miles, it was found necessary to use a pug-mill to mix the mulch and a paver to lay it. Freezing temperatures were experienced, but the work has stood up well.

Maintenance

During the fiscal year 1953-54 routine Maintenance was carried out on 358 miles of King's Highways and 206 miles of Secondary roads.

The new paint shop on Gorman Street was completed and the lot was beautified with the construction of a lawn and the use of ornamental trees. Also the driveway and parking area were paved.

Numerous hardwood trees were planted on the newly completed North Bay By-Pass.

Extensive repairs were carried out on the Veuve River Bridge at Verner and the Sturgeon River Bridge at River Valley. Several other bridges throughout the Division received minor repairs.

Very good results were obtained using 5/8 crushed gravel for surface treating the prime surface on a section of Highway No. 64.

Highway No. 63 North Bay to Feronia was widened and graded where necessary, improving the alignment and visibility.

During the late snow plowing operations we experimented with the use of a hard rubber tired steel wheel rigidly mounted on the mold board of a one-way plow. First results indicate that the wheels may replace the plow shoes and reduce blade wear. However, since this operation was not started until late winter, further experiments are necessary to determine their efficiency during all types of plowing and slushing operations. This will be carried out during the winter of 1954-55.

Highway	Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. this Year	Remarks
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Grading and Culverts

11 — O.N.R. Crossing, North Bay to Hwy. No. 11 N.....	2.57	1952	0.71	1.86	Completed
17 — Hwy. No. 11 N. to Hwy. No. 17 W...	2.35	1953	.....	2.35
17 — Pembroke, Westerly.....	10.00	1953	.....	10.00
63 — Redbridge to Big Fournier Creek.....	23.00	1952	5.75	.....

17.25 miles
ditching only

SECONDARY ROADS

North Bay Airport—Golf Course Rd. only Line A—Concession Rd.....	2.00	1953	2.00	Day Labour " "
Trout Creek to Loring Road.....	0.08	1953	.....	0.08
Hagar to St. Charles.....	0.29	1953	.....	0.29

TOTAL..... 16.58



Grade Crossing Elimination over C.P.R., North Bay By-pass, Highway No. 11



Mulch Pavement and New Type Beam Guide Rail, Highway No. 11

Highway	Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. this Year	Remarks
Granular Base Laid on New Grading					
11 — Class "A" Granular—O.N.R. Crossing to Hwy. No. 11 N.....	2.57	1952	0.71	1.86	15,000 tons
17 — Hwy. No. 11 N. to Hwy. No. 17 W...	2.35	1953	.....	2.35	9,900 "
17 — Pembroke, Westerly.....	10.00	1953	.....	6.00	60,000 "
SECONDARY ROADS					
From Golf Course Road along line "A" North Bay Airport to Concession Road.....	2.00	1953	.....	2.00	6,000 "
TOTALS.....				12.21	90,900 tons

Granular Base Laid Where No Grading was Done

Granular "A"—Hwy. No. 11 N. to Hwy. No. 17 W.....	2.35	1953	3,000 tons
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Gravelling Contracts Not Including Granular Base

11 — O.N.R. Crossing to Hwy. No. 11 N.....	2.57	1952	0.71	1.86	4,500 tons
17 — Hwy. No. 11 N. to Hwy. No. 17 W...	2.35	1953	.....	2.35	3,000 "
17 — Pembroke, Westerly.....	10.00	1953	.....	10.00	3,000 "
SECONDARY ROADS					
Airport Road—Golf Course Rd. along line "A" to Concession Rd.....	2.00	1953	.....	2.00	1,525 "
Trout Creek to Loring Rd.....	40.40	1953	.....	40.40	20,000 "
North Bay to Feronia.....	7.00	1953	.....	7.00	10,000 "
Powassan to Restoule.....	22.70	1953	.....	22.70	10,000 "
West Arm to Noelville and Wolseley Bay.....	22.20	1953	.....	22.20	25,000 "
TOTALS.....				108.51	77,025 tons

Bituminous Hot Mix Pavement

17 — Pembroke, Westerly.....	10.0	1953	10.0	25,000 tons
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Highway	Miles Completed this Year	Tons Placed this Year	Remarks
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Bituminous Cold Mix Surface (Road Mix Mulch)

11 — O.N.R. Crossing North Bay to Hwy. No. 11 N.....	2.57	6,000	Day Labour
11 — Callander.....	0.20	300	" "
11 — Burford Hill to Lookout.....	.....	600	" "
11 — Flares and channelization to Py-Pass.....	.....	2,500	" "
17 — Hwy. No. 11 N. to Hwy. No. 17.....	2.35	7,000	" "
Mattawa E. to Klock.....	0.10	150	" "
D.H.O. Paint Shop.....	.....	228	" "

SECONDARY ROADS

North Bay—Golf Course Rd. along line "A" to Concession Rd.....	2.00	4,475	Day Labour
Powassan to Restoule.....	0.80	1,200	" "
17 — South to Verner.....	0.20	300	" "
TOTALS.....	8.22	22,753	

Highway	Miles Completed this Year	Gals. Bit. Used this Year	Tons Chips Used this Year	Remarks
Bituminous Surface Treatment				
11 — Widening at Intersection to Hwy. No. 94.....	.....	1,255	180	Contract 53-322
11 — Widening at Intersection to Hwy. No. 94.....	1.1	2,582	140	
63 — Feronia to Temiskaming.....	33.2	106,175	4,354	Commercial Chips
64 — Through Town of Field.....	1.5	4,949	190	
94 — From Hwy. No. 11 to Hwy. No. 17 Verner East Entrance Hwy. No. 17-Verner.....	6.3	16,400	996	
64 — Intersection of Hwy. No. 11 to Holdrich Creek.....	1.3	3,959	184	
8.6	28,978	1,513	5/8 crushed gravel	
SECONDARY ROADS				
Bonfield Spur to Hwy. No. 17.....	2.4	7,760	293	
Mattawa Lacave Rd. D.H.O. Section.....	2.8	7,911	327	
Airport Road to Lookout Hill.....	0.5	1,173	60	
TOTALS.....	57.7	18,142	8,237	

Bituminous Prime on Gravel Surfaces				
64 — Sturgeon Falls to Holdridge Creek.	25	75,000	2,500	Day Labour
63 — North Bay to Feronia (Various Sections).....	3.5	10,714	357	" "
TOTALS.....	28.5	85,714	2,857	
Highway			Tons on Road	Remarks

Crushed Gravel and Stone on Roads by Department Forces				
63 — Include Pit Run Gravel — North Bay to Feronia.....		15,000		Day Labour
SECONDARY ROADS				
DEPARTMENT FORCES				
Verner to Monetville.....		18,000		Day Labour
Field River Valley.....		5,000		" "
TOTAL		23,000		

Totals of Other Work Done on Division 13				
CLASS OF WORK:				
Bridges Built		2		
Calcium Dust Layer on Gravel Surfaces for de-icing roads.....		1,113 tons	214.5	miles
Salt used for de-icing roads		3,249 "	379.0	"
Right-of-way Fences erected.....			28.61	"
Snow fences, erected, dismantled and stored.....			54.5	"
Sand for Winter Maintenance.....	43,900	"		
Roads snowploughed and kept open.....			592	"
Equipment Storage houses erected.....	Total No.	11		
Shrubs received from D.H.O. Nursery at Midhurst.....	"	1,950		
Other Nurseries.....	" "	517		
Maintenance of Roadside Picnic Places.....	" "	47		
Number added last year		2		
Maintenance of tables and benches in roadside places.....	Total No.	54		
Number added last year		2		
Maintenance of tables and benches in off-road parks.....	Total No.	58		
Number added last year		2		
Maintenance of Off-road areas.....	Acres	14		
Maintenance of snow hedges planted to-date.....			7.31	miles
Routine Maintenance on King's Highways			359	"
Routine Maintenance on Secondary Roads.....			208	"
Maintenance of Scale Houses.....	Total No.	3		
Automatic protection installed at level crossing	" "	1		

DIVISION NO. 14—NEW LISKEARD**Construction****RUSSELL CREEK CULVERT****MEADOW CREEK CULVERT**

No Construction Contracts in effect this year.

The main items were the two described below, which were done by Day Labour.

No. 1 — Russell Creek Bridge, Highway No. 11, 1 mile northwest of Matheson.

No. 2 — Meadow Creek Bridge, Highway No. 11, 2 miles south of Porquis Junction.

At these locations old native timber bridges failed under the heavy transport traffic, and were replaced by 2 (two) 4' x 4' x 100' Double Creosoted Timber Culverts.

Maintenance

Teletype was installed in this Division in February, 1954, and, to date, has certainly proved its worth. It has decreased long distance tolls substantially, has decreased much of the stenographic work, and has cut down on the time element in communications.

Weed Spraying and Brush Control with 2-4-D 40% Ester was carried out as in other seasons, but on a smaller scale as the situation is becoming well under control.

Re-surfacing of four short sections of Highway No. 11 (total length 1.3 miles) with HL 4 mix was performed under Contract.

The planting of snow-hedge was commenced on North Temiskaming Road (Secondary) and was extended North of Earlton on Highway No. 11. For this purpose native Spruce was used. Multiflora Rose which had been tried in two previous years was found to freeze back too far in the Winter, and it has been decided to discontinue using this.

The Winter just closed was a comparatively easy one, no severe storms with consequent drifting, and a minimum of sleet or freezing rain. All paved roads are kept centre bare or bare with chemicals.

Highway	Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. this Year	Remarks
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Grading and Culverts

11 — At Russell Creek to 1 mi. N.W. of Matheson.....	0.4	1953	0.4	4' x 4' x 100' Double C.T.C. replacing old Timber Truss Bridge
11 — At Meadow Creek to 2 mi. S. of Porquis.....	0.8	1953	.....	0.8	4' x 4' x 100' Double C.T.C. Timber Trestle Bridge
TOTAL.....				1.2	



Height of Land at Kenogami, Highway No. 11



Directional Sign and Beauty Spot, Highway No. 11, west of Kirkland Lake

Highway	Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. this Year	Remarks
DEVELOPMENT ROADS					
Holtyre-Hwy. No. 101.....	5	1952	2	3	Completed
Dack Twp.....	1	1952	....	1	"
Brethour.....	8	1953	....	2	
Casey.....	3	1953	....	1	
Harley.....	2	1953	....	1	
TOTAL.....				8.0	

Granular Base Laid Where No Grading was Done

65 — New Liskeard to Elk Lake.....	42	1953	....	42	108,000 tons
SECONDARY ROAD					
Englehart-Charlton and N. to Hwy. No. 11.....	18	1953	....	18	88,750 "
TOTALS.....				60	196,750 tons

Gravelling Contracts Not Including Granular Base

65 — New Liskeard to Elk Lake.....	42	1953	....	42	54,000 tons
11 — Matheson to Porquis.....	20	1953	....	20	20,000 "
SECONDARY ROAD					
Englehart-Charlton and N. to Hwy. No. 11.....	18	1953	....	18	27,000 "
TOTALS.....				80	101,000 tons

Highway	Miles Completed this Year	Tons Placed this Year	Remarks
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Bituminous Resurfacing Old Pavements

11 — New Liskeard to Englehart.....	1.3	2,150	4 patches in 27 mile stretch. Granular base 15" deep applied first
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Highway	Miles Completed this Year	Gals. Bit. Used this Year	Tons Chips Used this Year	Remarks
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Bituminous Surface Treatment

11 — Earlton to Heaslip.....	6.5	18,000	736	Tons of 5/8" this year.
65 — Elk Lake, Westerly.....	10.5	30,000	1,035	on Hot Mix Pavement
101 — Matheson, Easterly.....	10	32,140	1,075	on Primed Surface
SECONDARY ROAD				
North Temiskaming-Hwy.				
No. 11, Easterly.....	12.5	38,000	1,350	on Primed Surface
TOTALS.....	39.5	118,140	4,196	

Bituminous Prime on Gravel Surfaces

101 — Matheson, Easterly.....	10	34,048	.....
65 — Elk Lake, Westerly.....	10.5	33,467	.....
SECONDARY ROAD				
North Temiskaming-Hwy. No. 11, Easterly.....	12.5	45,850	.....
TOTALS.....	33.0	113,365		

Highway	Tons on Road	Remarks
Crushed Gravel and Stone on Roads by Department Forces		
11 — Monteith.....	3,000	6 mile detour — New Bridge
11 — Matheson.....	2,000	1 mi. detour — repairing Bridge
67 — Connaught, South West.....	550	4 miles
101 — Matheson, Easterly.....	450	5 miles
SECONDARY ROADS		
DEPARTMENT FORCES		
Heaslip, Tomstown, Hilliardton Road.....	2,000	17 miles
Tamarac Creek—Elk Lake.....	2,000	10 miles
Boston Creek Road.....	300	5 miles
Sesekinika Road.....	200	2 miles
Ramore—Holtvre Road.....	550	5 miles
Shillington—Ansonville Road.....	700	14 miles
Timmins—Waterhen Creek.....	350	6 miles
Kenogami Road.....	150	1 mile
Matheson—Devon Road.....	250	9 miles
Elk Lake—Gowganda.....	600	24 miles
Haileybury West—Montreal River.....	300	17 miles
Lorrain Road.....	250	23 miles
Cook's Lake, South Westerly.....	600	20 miles
DEVELOPMENT ROADS		
DEPARTMENT FORCES		
No. 196 — Holtvre to Hwy. No. 101.....	10,000	5 miles
No. 199 — Dack Twp.....	2,000	1 mile
No. 206 — Brethour Twp.....	8,000	8 miles
No. 232—233 — Harley Twp. and Casey Twp.....	4,000	6 miles
TOTAL.....	38,250	

Totals of Other Work Done on Division No. 14

CLASS OF WORK:			
Bridges Built.....	1		
Calcium Dust Layer on Gravel Surfaces for de-icing roads.....	631 tons	232	miles
Salt used for de-icing roads.....	1,892 "		
Right-of-way Fences erected.....		6.75	"
Snow fences, erected, dismantled and stored.....		107	"
Sand for Winter Maintenance.....	19,000 "		
Roads snowploughed and kept open.....		987.4	"
Equipment Storage houses erected.....	Total No.	3	
Shrubs received from D.H.O. Nursery at Midhurst.....	" "	17	
Maintenance of tables and benches in roadside places.....	" "	28	
Maintenance of tables and benches in off-road parks.....	" "	40	
Maintenance of Off-road areas.....	Acres	13	
Maintenance of snow hedges planted to-date.....		7	miles
Snow Hedges added last year.....		3	"
Routine Maintenance on King's Highways.....		373	"
Routine Maintenance on Secondary Roads.....		322	"
Routine Maintenance on Development Roads.....		8	"
Development Roads Built.....		20	"
Maintenance of Scale Houses.....	Total No.	3	

DIVISION NO. 16—COCHRANE

Maintenance

No important changes in methods during the fiscal year, nor experiments made.

Routine maintenance was carried out on all King's Highways and Secondary Roads.

In general it was found that the use of raw salt on paved roads was effective in the early and late winter. During the extremely cold period it was found

that a previously bare paved road could be maintained in that condition by frequent plowing.

Gravel roads were generally plowed by graders and it was found that a bare or centre bare condition could be maintained about 50% of the time by the use of serrated blades. This type of blade also places corrugation on packed snow surfaces which, in conjunction with very low temperatures, was found to produce a satisfactory driving surface for the light winter traffic experienced in this Division.

Highway	Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. this Year	Remarks
Grading and Culverts					
11 — (50-106) — Hunta to 16 mi. Westerly.	16	1950	....	....	Shouldering and Fencing only this year
11 — (51-49) — Smooth Rock, Easterly 9 mi.....	9	1951	7.5	1.5	78% completed 82% com- pleted (cul- verts only) 65% com- pleted (cul- verts only)
11 — (52-112) — Smooth Rock to Strickland.....	11.55	1952	1	7	
11 — (53-29) — Longlac, Easterly 0-15 mi..	15	1953	....	....
11 — (53-63) — Longlac, Easterly 15-25 mi.	10	1953	....	....
TOTAL.....				8.5	
Granular Base Laid on New Grading					
11 — (51-49) — Smooth Rock, 9 mi. Easterly.....	9	1951	7	2	29,500 tons
11 — (52-112) — Smooth Rock to Strickland.....	11.55	1952	....	8	80,950 "
TOTALS.....				10	110,450 tons
Granular Base Laid Where No Grading was Done					
SECONDARY ROADS					
Patrol 43 — Cochrane to Gardiner.....	18	1953	....	12	6,000 tons
" 44 — Cochrane to Norembega.....	18	1953	8	Sectional	1,500 "
" 48 — Hearst to Mead.....	26	1953	Sectional	8	10,500 "
" 46 — Hearst to Lac Ste. Therese.....	7	1953	"	Sectional	1,500 "
" 41 — Nellie Lake to Montrock.....	6	1953	"	"	300 "
TOTALS.....				20.0	19,800 tons
Gravelling Contracts Not Including Granular Base					
11 — (53-341) — Hearst to Val Cote.....	13	1953	N.A.	13	15,000 tons
11 — (53-406) — Kapuskasing to Opasatika	20	1953	N.A.	20	20,000 "
SECONDARY ROADS					
(53-363) — Cochrane and vicinity.....	20	1953	N.A.	20	20,000 "
TOTALS.....				53.0	55,000 tons
Highway	Miles Completed this Year	Tons Placed this Year	Remarks		



Bridge over Kabinakagami River, Highway No. 11, west of Hearst



Directional Sign and Beauty Spot, Highway No. 11, at Cochrane

Highway	Miles Completed this Year	Gals. Bit. Used this Year	Tons Chips Used this Year	Remarks
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Bituminous Prime on Gravel Surfaces

11 — Smooth Rock Falls, Easterly.....	1.85	6,603	240	
11 — Hearst, Westerly.....	21.0	62,452	2,040	
TOTALS.....	22.85	69,055	2,280	

Tons on
Road Remarks

Crushed Gravel and Stone on Roads by Department Forces

11 — Cochrane to Longlac.....	53,494		
SECONDARY ROAD — Patrol 41 Nellie Lake to Montrock.....	200		Sectional
TOTAL.....	53,694		

Totals of Other Work Done on Division No. 16

CLASS OF WORK:			
Calcium Dust Layer on Gravel Surfaces.....	1,647	tons	305.5 miles
Calcium for de-icing roads.....	111.5	"	
Salt used for de-icing roads.....	1,080	"	
Right-of-way Fences erected.....			9.4 "
Snow fences, erected, dismantled and stored.....			52.3 "
Sand for Winter Maintenance.....	8,250	"	
Roads snowploughed and kept open.....			408.8 "
Equipment Storage houses erected.....	Total No.	7	
	Number added last year	1	
Maintenance of Roadside Picnic Places.....	Total No.	11	
Maintenance of tables and benches in roadside places.....	" "	15	
Maintenance of tables and benches in off-road parks.....	" "	29	
Maintenance of Off-road areas.....	Acres	12	
Routine Maintenance on King's Highways.....			316.5 miles
Routine Maintenance on Secondary Roads.....			77.5 "
Maintenance of Scale Houses.....	Total No.	2	

DIVISION NO. 17—SUDBURY**Construction**

Grading was completed on Highway No. 17 west of Sudbury and paving completed west of Vermilion River to McKerrow. Paving contract was let to complete balance of road between Copper Cliff and Vermilion, excepting portion near overhead at Copper Cliff.

Rough grading was completed on Highway No. 69 between Estaire and French River. The balance of grading Highway No. 69 north to Sudbury is under contract. This grading should be completed in autumn of 1954. With the completion of this work, traffic may then flow directly south on Highway No. 69 to southern points.

Maintenance

Granular Base was applied on secondary roads from Azilda to Larchwood, Hammer to the R.C.A.F. Radar Station and from Little Current, five miles south. The Little Current section was mulched along with sections from Sudbury to Murray Mine and 3.6 miles of Highway No. 17 in the vicinity of the Spanish River Bridge.

In the Sudbury area 74 miles of road were primed and 93 miles in the Manitoulin area.



New Construction, Trans-Canada Highway (No. 17) at Coppercliff



Arch Culvert over Murdoch River, Trans-Canada Highway (No. 69)

The job of eliminating unsightly tourist resort finger boards and replacing them with the new style frames is continuing and is expected to be completed this year.

Night Patrols for Winter Maintenance were in operation on all roads except on Manitoulin Island, with 24 hour coverage on main highways and important mining roads.

Two new 2-ton patrol trucks and one new $\frac{1}{2}$ -ton were received this year as replacements for older equipment. The Division also acquired two tractors equipped with mowers and front end loaders to assist in maintenance operations. We also received one new pool grader for township work. In January 1954 the teletype went into operation on this Division.

Highway	Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. this Year	Remarks
Grading and Culverts					
T.C.H. — 17 — Cont. 50-217-7½ mi. W. of Whitefish to 9.37 mi. W.	9.37	1951	8.2	1.2	Completed
“ — 17 — Cont. 51-70—Vermilion River East 5.7 mi.....	5.7	1951	3.6	2.1	Completed
“ — 17 — Cont. 53-19—Sudbury to Copper Cliff.....	.....	1953	....	.....	Concrete cul- vert only, completed
“ — 17 — Cont. 52-31—Copper Cliff West 5.7 mi.....	5.7	1952	1.5	4.2	
“ — 17 — Cont. 52-32—2 mi. W. of Nairn to 3 mi. E. of McKerrow.....	3.3	1952	1.0	2.3	Completed
“ — 17 — Proj. 3-371—E. and W. of Spanish River.....	1.18	1953	....	1.18	Completed
“ — 69 — Cont. 50-218—French River North 8 mi.....	8.0	1951	6.0	2.0	Completed
“ — 69 — Cont. 50-219—Delamere 4 mi. N. and 4 mi. S.....	8.0	1951	5.0	3.0	
“ — 69 — Cont. 51-62—Sudbury South 2 mi.....	2.0	1951	1.2	0.3	
“ — 69 — Cont. 52-69—Estaire South 8.9 mi.....	8.9	1952	2.2	6.7	
“ — 17 — Cont. 50-22—Whitefish, Westerly.....	7.5	1950	6.0	1.5	
“ — 69 — Cont. 53-39—Estaire North 8.5 mi.....	8.5	1953	....	3.4	Compl. 40%
“ — 69 — Cont. 53-40—5 Corners South to Cont. 53-59.....	7.2	1953	....	2.4	Comp. 32%
TOTAL T.C.H.....				27.6	
SECONDARY ROADS					
Sudbury-Levack Cont. 52-33—Sud- bury to Murray Mine.....	3.0	1952	....	3.0	
DEVELOPMENT ROADS					
198 — Proj. MD52-136 (Cont. 53-96— Val Caron to Chelmsford	11.0	1953	....	8.8	Compl. 80%
TOTAL.....				40.9	

Granular Base Laid on New Grading

T.C.H. — 69 — Mi. 16 to mi. 24.9 N. of French River.....	8.9	1953	0.8	13,000 tons
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Highway	Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. this Year	Remarks
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Granular Base Laid Where No Grading was Done

SECONDARY ROADS

Cont. 52-113—Little Current to 5 mi. S.....	5.	1953	5	99,920 tons
Cont. 53-84—Hanmer to R.C.A.F. Station.....	4.5	1953	....	4.5	100,000 "
Cont. 53-18—Azilda to Larchwood.....	9.5	1953	....	9.5	200,000 "
TOTALS.....				19.0	399,920 tons

Gravelling Contracts Not Including Granular Base $\frac{5}{8}$ " Crushed Gravel Only

68 — Cont. 53-343—Espanola to Lewis Lake	24	1953	....	24	20,005 tons
69 — Cont. 53-364—Sudbury to Estaire and Long Lake.....	20	1953	....	20	20,005 "

SECONDARY ROADS

Cont. 52-363—Sudbury to Larchwood.	20	1953	....	20	10,006 "
Cont. 53-342—Falconbridge Rd. to Radar Station.....	6	1953	....	6	10,012 "
Cont. 53-365—Manitowaning to South Baymouth.....	20	1953	....	20	15,003 "
Cont. 53-393—Little Current to Sheguiandah.....	5	1953	....	5	9,993.4 "

DEVELOPMENT ROADS

231 — Assignack—Sheguiandah—Bidwell Twps. Rd. (on Manitoulin Island).	20.1	1953	....	20.1	12,991 "
TOTAL.....					98,015.4 tons

Bituminous Pavement Built

T.C.H. — 17 — Cont. 52-61 Hot Mix— Sudbury to Copper Cliff.	3.1	1952	1.5	1.6	16,581 tons
" — 17 — Cont. 52-81 Hot Mix — Whitefish West.....	16.87	1953	....	16.87	40,129 "
TOTALS.....				18.47	56,710 tons

Highway	Miles Completed this Year	Tons Placed this Year	Remarks
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Bituminous Cold Mix Surface (Road Mix Mulch)

17 — 2 mi. E. of Spanish Bridge to 1.6 mi. W. of Spanish Bridge.....	3.6	6,200	Continuous
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SECONDARY ROADS

Sheguiandah Rd. C.P.R. Bridge at Little Current to 4 mi. S. of Little Current.	5	8,500	Continuous on Granular Base
Levack Road—Sudbury N. Limits to Murray Mine.....	3.5	6,000	
TOTALS.....	12.1	20,700	

Highway	Miles Completed this Year	Gals. Bit. Used this Year	Tons Chips Used this Year	Remarks
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Bituminous Surface Treatment

68 — Hwy. No. 17 to Espanola.....	3.4	4,050	370	Cr. Stone
SECONDARY ROADS				
Falconbridge Rd.—Hwy. No. 17— Falconbridge.....	8.6	21,018	1,049	Cr. Gravel
Capreol Rd.—Sudbury to Ross's Corner (3rd Con.).....	11.3	44,067	1,888	Cr. Gravel
Hanmer to Capreol.....	5			
Frood Rd.—Sudbury to Frood Mine.....	1	3,000	146	Cr. Gravel
Gore Bay Rd.—West Bay to 2 mi. W. of Kagawong.....	10.1	30,572	1,109	Cr. Gravel
TOTALS.....	39.4	102,707	4,562	

Highway	Miles Completed this Year	Gals. Bit. Used this Year	Tons Sand Used this Year	Remarks
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Bituminous Prime on Gravel Surfaces

68 — Espanola to Lewis Lake.....	23	62,715	890	
69 — Sudbury to Estaire.....	19	53,845	757	
17 — Whitefish to 2 mi. E. of McKerrow.....	22	59,186	780	
SECONDARY ROADS				
Bailey Cross-Cut—Hanmer to Falcon- bridge.....	7	15,062	265	
Penage Rd.—Whitefish to Penage Lake.....	9	26,938	345	
Levack Rd.—Sudbury to Murray Mine.....	3	9,110	150	
Larchwood to Levack and Windy Lake.....	14	36,885	635	
(Sheguiandah to	38	223,024	2,990.5	
South Baymouth.....				
West Bay to Tehkummah.....	18			
Mindemoya to Providence Bay & Spring Bay.....	14			
TOTALS.....	167	486,765	6,812.5	

Highway	Tons on Road	Remarks
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Crushed Gravel and Stone on Roads by Department Forces

17 — Whitefish to Nairn.....	2,000
68 — Espanola to Little Current.....	2,000
69 — Sudbury to Estaire.....	1,000

**SECONDARY ROADS
DEPARTMENT FORCES**

Levack Rd.—Sudbury to Levack and Cartier.....	4,000
Bailey Cross-cut—Hanmer to Garson and Skead.....	1,000
Wanup-Wanapitei—Wanup to Wanapitei.....	500
Creighton Rd.—Vicinity of Lively.....	100
Penage Rd.—Whitefish to Penage.....	1,000

MANITOULIN ISLAND ROADS

Little Current to Sheguiandah.....	1,500
Little Current to South Baymouth.....	1,000
Gore Bay to Meldrum Bay.....	1,000
Gore Bay to Mindemoya.....	1,000
Mindemoya to South Baymouth.....	800
Mindemoya to West Bay.....	300

TOTAL..... 17,200



Two views of Trans-Canada Highway (No. 17)

Upper—Highway under Construction

Lower—Finished pavement

Totals of Other Work Done on Division No. 17

CLASS OF WORK:

Calcium Dust Layer on Gravel Surfaces for de-icing roads.....	1,204 tons	247.8 miles
Salt used for de-icing roads.....	3,971 "	
Right-of-way Fences erected.....		23.54 "
Snow fences, erected, dismantled and stored.....		79.7 "
Sand for Winter Maintenance.....	18,000 "	
Roads snowploughed and kept open.....		761.15 "
Equipment Storage houses erected.....	Total No. 7	
Maintenance of Roadside Picnic Places.....	" " 5	
Maintenance of tables and benches in roadside places.....	" " 19	
Maintenance of tables and benches in off-road parks.....	" " 78	
Maintenance of Off-road areas — 3 parks.....	Acres 327.2	
Routine Maintenance on King's Highways.....		151.05 miles
Routine Maintenance on Secondary Roads.....		336.6 "
Development Roads Built — 1 section.....		3 "
Maintenance of Scale Houses.....	Total No. 2	
Maintenance of Scale Houses.....	Number added last year 1	

DIVISION NO. 18—BLIND RIVER**Construction**

HIGHWAY No. 17 — Hot Mix pavement completed at Massey East; at Cutler and at Algoma. Mulch pavement completed to Montreal River. Highway No. 17 is now paved from the east boundary of the Division to the Montreal River.

Grading started on a section north of the Montreal River.

Maintenance

Teletype installed and found very convenient, particularly during the winter season.

Equipment storage building erected at Chapleau.

General Routine maintenance maintained both summer and winter on King's Highways and Secondary Roads.

Highway	Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. this Year	Remarks
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Grading and Culverts

17 — Cutler E. and W.....	4.8	1952	4	.8	Completed
17 — Montreal River to Agawa.....	10.0	1953	4.5	(Grading only — no gran. material placed)
TOTAL.....				5.3	

Granular Base Laid on New Grading

17 — Cutler E. and W.....	4.8	1952	4	.8	14,000 tons
SECONDARY ROADS					
17 — St. Joseph's Island (St. Jos. Island Ferry Road).....	3.2	1952	1.2	2.0	25,000 "
TOTALS.....				2.8	39,000 tons

Granular Base Laid Where No Grading was Done

SECONDARY ROADS				
Searchmount Road.....				2,000 tons
Joseph Is. Roads.....				6,000 "
Dunn Valley Road.....				1,000 "
Chapleau Road.....				26,000 "
Parkinson Road.....				1,000 "
White River Road.....				13,000 "
TOTAL.....				49,000 tons

Gravelling Contracts Not Including Granular Base

SECONDARY ROADS				
St. Joseph Isl. Road.....	20	1953	20	20,000 tons
Dunn Valley Road.....	20	1953	20	24,980 "
Chapleau Road.....	20	1953	20	35,000 "
TOTALS.....			60	79,980 tons

Bituminous Pavement Built

17 — Webbwood E. to Massey.....	12.4	1953	12.4	30,052 tons
17 — Cutler E. and W.....	4.8	1953	4.8	12,050 "
17 — Algoma E. and W.....	4.47	1953	4.47	9,762 "
TOTALS.....			21.67	51,864 tons

Highway	Miles Completed this Year	Tons Placed this Year	Remarks
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Bituminous Cold Mix Surface (Road Mix Mulch)

17 — Montreal River to 9 mi. South.....	9	13,000
SECONDARY ROADS		
Thessalon—Chapleau Road to St. Joseph Is. Ferry Road.....	1.25	2,000
Thessalon, North.....	9.0	14,000
TOTALS.....	19.25	29,000

Highway	Miles Completed this Year	Remarks
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Bituminous Resurfacing Old Pavements

17 — Sault Ste. Marie to Haviland Bay.....	5	In various locations
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Highway	Miles Completed this Year	Gals. Bit. Used this Year	Tons Chips Used this Year	Remarks
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Bituminous Surface Treatment

17 — Montreal River to 9 mi. S... ..	9	22,500	1,200	Used 5/8" Crushed Gravel
SECONDARY ROADS				
Thessalon to 9 mi. N.....	5	12,500	700	"
Ferry Road—Hwy. No. 17 to Ferry Dock.....	1.25	3,000	200	"
TOTALS.....	15.25	38,000	2,100	

Highway	Miles Completed this Year	Gals. Bit. Used this Year	Tons Sand Used this Year	Remarks
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Bituminous Prime on Gravel Surfaces

SECONDARY ROADS			
9 mi. N. of Thessalon to 22 mi. N. of Thessalon.....	13	35,000	1,700

Highway	Miles Completed this Year	Tons Placed this Year	Remarks
Calcium Dust Layer			
17 — Batchawana to Montreal River.....	20	40	
SECONDARY ROADS			
Chapleau Road.....	11	30	
Batchawana Road.....	3	18	
St. Joseph Island Road.....	20	80	
Dunn Valley to Bruce Mines Station.....	2	12	
Searchmount Rd.....	25	60	
TOTALS.....	81	240	

Highway	Tons on Road	Remarks
Crushed Gravel and Stone on Roads by Department Forces		
17 — Webbwood to Montreal River.....	5,000	Shouldering and Temporary Patching
SECONDARY ROADS		
DEPARTMENT FORCES		
Searchmount Road.....	1,000	
St. Joseph Island.....	1,000	
Dunn Valley Road.....	1,000	
Chapleau Road.....	3,000	
Parkinson Road.....	1,000	
TOTAL.....	12,000	

Totals of Other Work Done on Division No. 18

CLASS OF WORK:			
Calcium Dust Layer on Gravel Surfaces.....	240 tons	81.0 miles	
Salt used for de-icing roads.....	1,500 "		
Right-of-way Fences erected.....		1 "	
Snow fences, erected, dismantled and stored.....		44 "	
Sand for Winter Maintenance.....	8,000 "		
Roads snowploughed and kept open.....		590 "	
Equipment Storage houses erected.....	Total No.	9	
	Number added last year	1	
Shrubs received from Other Nurseries.....	Total No.	110,000	
Maintenance of Roadside Picnic Places.....	" "	14	
Maintenance of tables and benches in roadside places.....	" "	29	
	Number added last year	7	
Maintenance of tables and benches in off-road parks.....	Total No.	30	
	Number added last year	3	
Maintenance of Off-road areas.....	Acres	162	
Routine Maintenance on King's Highways.....		269	miles
Routine Maintenance on Secondary Roads.....		390	"

DIVISION NO 19—FORT WILLIAM

Construction

The Atikokan Highway was opened to traffic in November although several of the contracts were not finished.

Highway No. 17 was opened through to the Town of Marathon in September.

Asphalt paving was laid from seven miles south of Beardmore to three miles east of the Black Sturgeon River, a distance of 44 miles on Highway No. 11. This gives an unbroken link of pavement from Nipigon to Longlac.



Bailey Bridge over Steel River, Highway No. 17, east of Terrace Bay



Heavy Rock Grading, Trans-Canada Highway (No. 17) east of Jackfish

Maintenance

At the beginning of the fiscal year there were thirteen patrol foremen engaged in maintenance on the Division Highways and Secondary Roads. There are now 22 patrol foremen of which only three were added for new highways. The increase in foremen from 13 to 19 on the same road mileage reduced the patrols in lengths from an average of 55 to 35 miles per patrolman. Better control of the work was achieved by the shorter patrols and therefore, more efficient maintenance during the latter months of the fiscal year.

Highway	Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. this Year	Remarks
Grading and Culverts					
17 — T.C.H. — Steele River to Little Pic....	13	1950	10.5	2.5	Completed
17 — T.C.H. — Little Pic to Marathon.....	17	1950	15.0	2.5	
17 — T.C.H. — Sistonen's Corners to 6 mi. W.....	6	1953	0	1	
120 — Shebandowan to Atikokan.....	86	1951	40	46	Completed
11 — Beardmore to Nezhah.....	6	1952	4	2	Completed
17 — T.C.H. — Kakabeka Falls to 5 mi. N.	5	1951	4	1	Completed
SECONDARY ROADS					
Savant Lake-Pickle Crow.....	90	1948	50	40	
TOTAL.....				95.0	

Gravelling Contracts Not Including Granular Base

17 — Crushed Gravel—Stockpile Pays Platt.	....	1953	....	....	13,200 tons
17 — Crushed Gravel—Stockpile Wolfe River.....	....	1953	....	....	26,000 “
TOTAL.....					39,200 tons

Bituminous Pavement Built

61 — Pine R. to 20 mi. N.....	20	1952	10	10	13,519 tons
17 — T.C.H. — Kakabeka Falls to 4.6 mi. N.....	5	1953	0	4.6	11,190 “
TOTALS.....				14.6	24,709 tons

Highway	Miles Completed this Year	Gals. Bit. Used this Year	Tons Chips Used this Year	Remarks
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Bituminous Surface Treatment

17 — Rossport to 3 mi. E.....	3	7,500	270	
SECONDARY ROADS				
Oliver Rd., Kakabeka to 6 mi. E.....	6	15,000	540	
TOTALS.....	9	22,500	810	

Bituminous Prime on Gravel Surfaces

17 — Finmark to Poland.....	35	105,000	1,750	
17 — Junction 17 and 17A to Mokomon.....	5.4	16,200	270	
17 — Red Rock to S. 10 mi.....	10	30,000	500	
17 — Rossport to 3 mi. E.....	3	9,000	150	
SECONDARY ROADS				
Dog Lake Rd. from Hwy. 17A to Surprise Lake.....	12	36,000	600	
Oliver Rd. from Jct. 17 at Kakabeka to Murillo.....	6	18,000	300	
Hymers Loop from Marks Road to South Gillies.....	11	33,000	550	
TOTALS.....	82.4	247,200	4,120	

Highway	Tons on Road	Remarks
Crushed Gravel and Stone on Roads by Department Forces		
11 — Nipigon to Longlac.....	1,900	
17 — Terrace Bay to Steel River.....	12,954	
17 — Port Arthur to Nipigon.....	827	
17 — Nipigon to Terrace Bay.....	2,050	
17 — Ft. William to English River.....	2,289	
17A — Pt. Arthur to Jct. 17 and 17A.....	715	
120 — Jct. 17 and 120 to Atikokan.....	2,188	
SECONDARY ROADS		
DEPARTMENT FORCES		
Dog Lake Road—Hwy. 17A for 23 mi. N.....	1,828	
TOTAL.....	24,751	

Totals of Other Work Done on Division No. 19

CLASS OF WORK:				
Bridges Built.....	2			
Calcium Dust Layer on Gravel Surfaces.....	487 tons	375	miles	
Calcium used for de-icing roads.....	354 "	719	"	
Right-of-way Fences erected.....		6.27	"	
Snow fences, erected, dismantled and stored.....		53.1	"	
Roads snowploughed and kept open.....		798	"	
Equipment Storage houses erected.....	Total No.	2		
Maintenance of Roadside Picnic Places.....	" "	16		
Maintenance of tables and benches in roadside places.....	" "	142		
Maintenance of tables and benches in off-road parks.....	" "	204		
Maintenance of Off-road areas.....	Acres	230		
Maintenance of snow hedges planted to-date.....			4.05 miles	
Snow Hedges added last year.....		2.08	"	
Routine Maintenance on King's Highways.....		485.3	"	
Routine Maintenance on Secondary Roads.....		234.3	"	
Mining Roads Built.....		40	"	
Maintenance of Scale Houses.....	Total No.	1		

DIVISION NO. 20—KENORA

Highway	Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. this Year	Remarks
Grading and Culverts					
17 — Blackwater Creek to 14 mi. E.....	14	1950	10	4	T.C.H. Cont. 50-75
17 — Jackfish Lake to 8½ mi. E.....	8½	1951	6	2½	T.C.H. Cont. 51-24
71 — 3 mi. W. of Stratton to Pinewood.....	5	1953	.....	3½	Cont. 53-42
TOTAL.....				10	
DEVELOPMENT ROADS					
146 — Carpenter Twp. between Con. II and III.....	6.0	1951	2.0	2.0	MD 51-85
220 — Vermilion Bay to Quibell.....	4.0	1953	.....	4.0	MD 53-88
224 — S.E. Corner Lot 12, Con. III E. be- tween Con. II and III across Lots 1 to 12.....	6.0	1953	.....	6.0	MD 53-97
TOTAL.....				12.0	
Granular Base Laid on New Grading					
71 — 3 mi. W. of Stratton to Pinewood.....	5	1953	.....	4½	80,000 tons
17 — Jackfish Lake to 8½ mi. E.....	8½	1951	5	3½	60,000 "
17 — Blackwater Creek to 14 mi. E.....	14	1950	8	6	100,000 "
TOTALS.....				14.0	240,000 tons

Highway	Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. this Year	Remarks
Granular Base Laid Where No Grading was Done					
71 — 3 mi. W. of Stratton to Pinewood.....	1953	.....	4	22,000 tons
			Compl. Previous Years		

Gravelling Contracts Not Including Granular Base					
17 — Oxdrift to Longbow Corners.....	.....	1952	1953	.....	9,000 tons
17 — English River to Raleigh Falls.....	.....	1952	1953	.....	7,000 "
71 — Barwick to Rainy River.....	.....	1953	1953	.....	40,000 "
72 — Dinorwic to Patricia Corners.....	.....	1953	1953	.....	25,000 "
70 — South Narrow Lake to Emo.....	.....	1953	1953	.....	5,000 "
17 — 20 mi. W. of Vermilion Bay to 6.5 mi. W. of Oxdrift.....	.....	1953	1953	.....	50,000 "
SECONDARY ROADS					
Redditt Rd.—Kenora—Redditt.....	.....	1953	1953	.....	20,000 "
Dewart and Sifton—Northbranch Jct.— Tovell—Dewart.....	.....	1952	1953	.....	9,000 "
DEVELOPMENT ROADS					
Old Hwy. No. 70—Bangs Corners— Emo.....	.....	1953	1953	.....	10,000 "
TOTAL.....					175,000 tons

Bituminous Pavement Built

17 — Blackwater Creek to 14 mi. E.....	14.0	1952	8	6.0	7,685 tons
17 — Jackfish Lake to 8½ mi. E.....	8.5	1952	6.0	2.5	6,179 "
70 — Longbow Corners South.....	11.5	1952	11.5	11.5	11,258 "
70 — 8 mi. N. of Sioux Narrows to 5 mi. S...	13.0	1953	Base only	13.0	25,058 "
TOTAL.....				33.0	50,180 tons

Highway	Miles Completed this Year	Remarks
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Bituminous Cold Mix Surface (Road Mix Mulch)

71 — Barwick to Rainy River.....	7.2	In sections where grade had been reconstructed.
70 — 5 mi. S. of Sioux Narrows to 12 mi. S. of Sioux Narrows.....	6.2	Mulch resurfacing.
SECONDARY ROAD		
Airport Rd., Kenora Airport to Jct. East Melick Rd. and Rabbit Lake Road.....	4.9	
TOTAL.....	18.3	

Bituminous Resurfacing Old Pavements

70 — 15 mi. S. of Longbow Corners to 8 mi. N. of Sioux Narrows.....	7	Sections where required
71 — Sleeman to Rainy River.....	2	Seal Coat over mulch laid previous year
17 — Longbow Corners to Waldhof Crescent.....	45	Sections requiring surface treatment
TOTAL.....	54	



Department of Highways Roadside Park at Raleigh Falls, Highway No. 17



Newly completed portion of Trans-Canada Highway (No. 17) east of Dinorwick

Highway	Miles Completed this Year	Remarks
Bituminous Prime on Gravel Surfaces		
17 — Vermilion Bay to 20 mi. W.....	12	Sections broken during winter
105 — Vermilion Bay to 20 mi. N.....	20	Granular laid one year previously
70 — 8 mi. N. of Sioux Narrows to 5 mi. S.....	13	Granular placed fall of 1952
70 — 15 mi. S. of Longbow Corners to 8 mi. N.....	2	Sections requiring prime
TOTAL	47	

Highway	Cu. Yards	Tons on Road	Remarks
Crushed Gravel and Stone on Roads by Department Forces			
105 — Crushed Gravel — 20 mi. N. to Vermilion Bay to Red Lake.....		15,000	
72 — Crushed Gravel — Dinorwic to Patricia Corners.....		2,000	
116 — Crushed Gravel — Patricia Corners to Hudson.....		500	
17 — Crushed Gravel and Pit Run — Longbow Corners to Raleigh Falls where required.....		12,000	
71 — Crushed Gravel and Pit Run — Barwick to Sleeman		2,000	

SECONDARY ROADS

DEPARTMENT FORCES

River Road — Pit Run.....	4,000	
Clearwater Road — Pit Run.....	1,000	
Stratton—North Beh. — Crushed.....		2,000
Pinewood—Minahico — Crushed		2,000
Sleeman Morson Rd. — Crushed.....		4,000
Eton-Rugby Rd. — Pit Run.....		2,000
Richan Road — Pit Run	6,000	
Rice Lake Loop — Pit Run.....	2,000	
Borups Cres.—Dymont — Pit Run.....	500	
Kenora—Redditt Rd. — Crushed Gravel.....		500
Kenora—Redditt — Crushed Gravel.....		6,000
Hwy. 17 to Dryden — Pit Run and Crushed.....		3,000
TOTALS.....	13,500	51,000

Totals of Other Work Done on Division No. 20

CLASS OF WORK:

Bridges Built.....	2		
Calcium Dust Layer on Gravel Surfaces.....	1,600 tons	452	miles
Calcium Dust Layer on Gravel Surfaces for de-icing roads.....	10 "		
Salt used for de-icing roads.....	1,580 "		
Snow fences, erected, dismantled and stored.....		101.1	"
Sand for Winter Maintenance.....	45,000 "		
Roads snowploughed and kept open.....		893.2	"
Equipment Storage houses erected.....	Total No. 16		
Maintenance of Roadside Picnic Places.....	" 11		
	Number added last year 1		
Maintenance of tables and benches in roadside places.....	Total No. 58		
	Number added last year 3		
Maintenance of tables and benches in off-road parks.....	Total No. 83		
	Number added last year 12		
Maintenance of Off-road areas	Acres 559.53		
Maintenance of snow hedges planted to-date.....			
Routine Maintenance on King's Highways.....		5.01 miles	
Routine Maintenance on Secondary Roads		541.5	"
Maintenance of Scale Houses.....	Total No. 4	351.7	"

ANNUAL REPORT ON MUNICIPAL ROADS

J. M. MacInnes, Chief Municipal Engineer

Financial aid to the amount of upwards of \$30,000,000 was dispensed by the Provincial Treasurer upon recommendations of the Municipal Roads Branch toward the improvement and maintenance of municipal roads during the fiscal year under review.

In addition, through its engineers and auditors, the Branch continued to extend to municipal councils and to their operating personnel, technical advice and guidance in engineering and accounting practice; and to maintain observance of statutory requirements and Department regulations governing entitlement to Provincial aid.

In incorporated municipalities the statutory subsidies authorized by The Highway Improvement Act were applied to actual expenditures within the approved amounts of municipally-enacted appropriation by-laws and were computed on an established percentage basis. In statute labour townships Boards of Commissioners functioning by virtue of The Statute Labour Act received aid equivalent, on a dollar-for-dollar basis, to the value of work performed or commuted. Similar benefits accrued to groups of settlers or individuals in totally unorganized areas. In all these instances direct grants, authorized by the several provisions of The Highway Improvement Act pertaining thereto were applied to the improvement of certain roads that were deemed essential to local development but beyond local financial ability.

A total of 1,421 municipal and allied units received Departmental aid based on their 1953 road expenditures — the total consisted of 37 counties (including 33 suburban road commissions), 618 townships (including 28 Indian reserves, 2 Provincial parks and 16 improvement districts), 29 cities, 8 separated towns, 143 towns, 158 incorporated villages, 155 statute labour boards and 240 unorganized units.

The county road organizations, with 8,466.70 miles in their care, and for the betterment of which expenditure by-laws were approved for subsidy to the extent of \$17,462,650.00, expended an approved total of \$16,404,875.09 and derived Departmental subsidies to the amount of \$8,822,596.50.

The organized townships, with 48,956.50 miles under their jurisdiction, had submitted by-laws which received approval for subsidy to the amount of \$21,438,362.94. Actual approved expenditure totalled \$20,448,782.51, and the councils were reimbursed by \$11,477,684.36 in subsidy.

The cities, towns and incorporated villages, with 7,167.39 miles under local authority and approved by-laws totalling \$21,038,622.36, expended an approved total of \$17,598,631.85 and received subsidies amounting to \$6,890,104.26.

The statute labour boards and settler-groups in otherwise unorganized areas expended on 4,794.68 miles of road the sum of \$1,155,508.57 of which \$844,140.78 was contributed by the Department.

On 702.8 miles of rural roads under temporary designation as Development Roads a total expenditure of \$1,758,940.87 was met from funds allotted for the purpose.

Discounts to municipalities on their rentals of Department pool equipment were also met by Department funds to the amount of \$93,167.29.

COUNTY ROAD SYSTEMS

(UNDER PART II, THE HIGHWAY IMPROVEMENT ACT)

A summary of 1953 county road expenditures, classified as to construction and maintenance, with segregated outlay for winter control, is presented here:

	CONSTRUCTION	MAINTENANCE	TOTAL
Roads (winter control excepted).....	\$5,644,815.48	\$7,690,075.58	\$13,334,891.06
Bridges and Culverts.....	1,635,954.48	431,242.11	2,067,196.59
Winter Control.....		1,002,787.44	1,002,787.44
TOTAL APPROVED EXPENDITURE.....	\$7,280,769.96	\$9,124,105.13	\$16,404,875.09

The improvements accomplished as a result of the above expenditures are summarized below:

Construction Items

(1) New or rebuilt gravel and stone surfaces.....	290.8 miles
Low-cost bituminous surfaces.....	225.7 "
Pavements.....	8.9 "
COMPLETED ROAD CONSTRUCTION.....	525.4 miles
Graded to standard cross-section.....	223.8 "
(2) Bridges (10-foot span and over); Concrete, 50; Steel, 17; Timber, 1; Total 68	
Culverts (under 10-foot span); Concrete, 58; Metal Arch, 4; Timber, 1; Total 63	
Pipe culverts installed.....	1,655

Maintenance Items

(1) Roadside ditching.....	152 miles
Bituminous surface treatment.....	603 "
Dust prevention with oil.....	487 "
Dust prevention with calcium or salt.....	2,050 "
Clay-gravel stabilization (calcium).....	581 "
Resurfacing: Pit-run gravel.....	194,998 cu. yds.
Crushed gravel.....	773,816 " "
Crushed stone.....	136,005 tons
(2) Snow Control: Mechanical equipment operations.....	8,475 miles
Snow fence protection.....	1,612 "
(3) Weed and Brush Control: by spraying.....	4,230 "
by cutting.....	4,860 "
(4) Repaired bridges, 203; repaired culverts, 687.	

Details of county road systems, including types and mileages of road surfaces, classification of expenditures and chronological growth, are presented in appendices 5, 6, 7 and 9 of this report.

SUBURBAN ROADS

(UNDER PART III, THE HIGHWAY IMPROVEMENT ACT)

In the accompanying table the suburban road commissions; the mileage of road under the direction of each; their approved expenditures for the year under review and the respective subsidy payments are enumerated:

COUNTY	SUBURBAN ROAD COMMISSION	MILEAGE	APPROVED EXPENDITURE	GOVERNMENT SUBSIDY
Brant.....	Brantford.....	30.00	\$ 76,815.64	\$ 48,468.60
Carleton.....	Ottawa.....	94.30	272,490.93	140,199.51
Elgin.....	St. Thomas.....	19.80	42,059.29	21,240.96
Essex.....	Riverside.....	4.00	10,853.84	6,821.99
	Windsor.....	41.00	111,965.81	59,407.99
Frontenac.....	Kingston.....	38.80	67,388.57	34,518.22
Grey.....	Owen Sound.....	35.00	40,558.97	20,367.91
Hastings.....	Belleville.....	6.20	17,076.78	9,314.64
Kent.....	Chatham.....	9.51	17,227.86	8,642.17
Lambton.....	Sarnia.....	14.35	50,612.75	25,306.38
Lanark.....	Smiths Falls.....	6.00	12,660.96	6,383.11
Leeds & Grenville.....	Brockville.....	15.60	22,772.05	11,511.89
	Gananoque.....	2.10	3,959.27	2,038.81
	Prescott.....	1.40	3,203.80	1,606.85
	Smiths Falls.....	2.60	8,768.80	4,384.40
Lincoln.....	St. Catharines.....	15.85	84,710.77	43,421.43
Middlesex.....	London.....	64.25	129,659.48	67,300.10
Northumberland & Durham.....	Trenton.....	12.75	13,173.22	6,847.23
Ontario.....	Oshawa.....	16.94	34,223.11	17,289.87
Oxford.....	Ingersoll.....	4.20	9,730.19	4,865.10
	Woodstock.....	6.00	11,308.70	5,654.35
Perth.....	St. Mary's.....	5.00	2,582.27	1,252.90
	Stratford.....	18.90	30,458.75	15,371.79
Peterborough.....	Peterborough.....	69.00	129,890.41	65,467.77
Stormont, Dundas & Glengarry.....	Cornwall.....	28.50	47,489.44	31,248.63
Waterloo.....	Galt.....	19.46	52,199.46	27,030.14
	Kitchener.....	43.05	93,264.75	51,945.45
	Waterloo.....	9.00	23,406.05	11,704.97
Welland.....	Niagara Falls.....	11.00	19,988.22	10,429.31
	Welland.....	7.00	17,530.86	8,786.20
Wellington.....	Guelph.....	32.50	39,172.87	20,041.85
Wentworth.....	Hamilton.....	60.45	217,969.44	112,376.43
York.....	Toronto & York.....	251.34	1,482,650.67	764,988.39
TOTALS.....		995.85	\$3,197,823.98	\$1,666,235.34

ROADS IN INCORPORATED TOWNSHIPS

(UNDER PART IV, THE HIGHWAY IMPROVEMENT ACT)

The road expenditures in the organized townships of Ontario with an approved total of \$20,448,782.51 are classified as to construction and maintenance, including winter control as a separate maintenance item, in the following summary:

	CONSTRUCTION	MAINTENANCE	TOTAL
Roads (winter control excepted).....	\$3,303,723.13	\$12,998,158.77	\$16,301,881.90
Bridges and Culverts.....	1,808,298.78	1,009,534.83	2,817,833.61
Winter Control.....		1,329,067.00	1,329,067.00
TOTAL APPROVED EXPENDITURE.....	\$5,112,021.91	\$15,336,760.60	\$20,448,782.51

The work accomplished by the township organizations to which the above amounts relate is summarized as follows:

Construction Items

(1) New or rebuilt gravel and stone surfaces.....	304.3 miles
Low-cost bituminous surfaces.....	64.1 "
Pavements.....	20.5 "

COMPLETED ROAD CONSTRUCTION.....	388.9 miles
Graded to standard cross-section.....	1,086.0 "

(2) Bridges (10-foot span and over); Concrete, 167; Steel, 9; Timber, 52; Total 228	
Culverts (under 10-foot span); Concrete, 196; Metal Arch, 206; Timber, 188; Total 590	
Pipe culverts installed.....	3,632

Maintenance Items

(1) Roadside ditching.....	1,913.5 miles
Bituminous surface treatment.....	221.5 "
Dust prevention with oil.....	1,333.8 "
Dust prevention with calcium.....	2,639.8 "
Clay-gravel stabilization.....	157.7 "
Resurfacing: Pit-run gravel.....	1,512,064 cu. yds.
Crushed gravel.....	2,357,437 " "
Crushed stone.....	733,701 tons
(2) Snow Control: Mechanical equipment operations.....	35,923 miles
Snow fence protection.....	2,645 "
(3) Weed and Brush Control: by spraying.....	11,661 "
by cutting.....	12,908 "
(4) Repaired bridges, 1,113; repaired culverts, 6,397	

Appendices 8 and 9 list details of mileages, expenditures, and subsidies, types of surfaces, etc., pertaining to roads in organized townships.

ROADS IN TERRITORY WITHOUT MUNICIPAL ORGANIZATION

(UNDER PART V, THE HIGHWAY IMPROVEMENT ACT)

In territory without municipal organization, including settlements where road commissions are elected and work carried out under the provisions of the Statute Labour Act, Departmental aid in 1953 amounted to \$844,140.70. The accompanying tabulation records the value in dollars of the work performed or commuted under direction of the statute labour boards, and the expenditure incurred by the Department in dollar-for-dollar aid to the latter and in financing specific undertakings deemed necessary but beyond the settlers' means.

**SUMMARY OF UNINCORPORATED MUNICIPALITIES
EXPENDITURES IN THE FISCAL YEAR 1953-54**

MUNICIPAL DISTRICT	Value of Statute Labour or Other Work Performed	Direct Expenditure on Roads by Department	Total Value of Work Performed	Percentage of Aid by Department
10 — Nipissing.....	\$ 1,964.30	\$ 3,567.65	\$ 5,531.95	65.
11 — Muskoka.....	8,598.03	6,751.70	15,349.73	44.
12 — Parry Sound.....	43,779.40	137,920.30	181,699.70	76.
13 — Nipissing.....	28,728.56	49,920.90	78,649.46	63.
14 — Temiskaming & Cochrane South.....	36,515.41	137,501.29	174,016.70	79.
16 — Cochrane North.....	57,698.77	146,814.66	204,513.43	72.
17 — Sudbury.....	47,509.92	53,864.15	101,374.07	53.
18 — Algoma.....	33,216.19	71,153.58	104,369.77	70.
19 — Thunder Bay.....	32,179.31	92,423.20	124,602.51	74.
20 — Kenora & Rainy River.....	39,428.49	124,476.97	163,905.46	76.
	\$329,618.38	\$824,394.40	\$1,154,012.78	71.
Adjustment for refunds made to settlers and charged to Depart- ment Expenditure.....		1,495.79	1,495.79	
Adjustment for work performed by the Department and paid for by settlers.....	—18,250.59	18,250.59		
TOTAL.....	\$311,367.79	\$844,140.78	\$1,155,508.57	

A summary of the work accomplished during the year in the unorganized areas of the districts indicated in the table is as follows:

Construction Items

Clearing and grubbing.....	99.0 acres
Grade construction.....	45.6 miles
Gravel and stone surfacing.....	55.5 "
Bridges (10-foot span and over): Timber, 44; Total 44	
Culverts (under 10-foot span): Timber, 158; Metal Arch, 1; Total 159	
Pipe culverts installed.....	747

Maintenance Items

Roadside ditching.....	370.0 miles
Brush and weed cutting.....	583.4 "
Snow fence protection.....	161.4 "
Pit-gravel applied.....	336,397 cu. yds.
Crushed gravel and stone applied.....	1,149 " "
Clay or sand applied.....	34,240 " "
Bridges repaired.....	316
Culverts repaired.....	1,338

DEVELOPMENT ROADS

(UNDER PART VI, THE HIGHWAY IMPROVEMENT ACT)

During the year special aid to the amount of \$1,758,940.87 was applied to certain designated roads in a number of organized municipalities considered incapable of financing much needed improvement from local taxation revenue. Through Department-municipality agreements 115 projects were thus improved, involving a total of 702.8 miles. Of these 39 projects were completed, the designations revoked and the roads (211 miles) returned to their normal status as township or county roads. The remaining projects, including 35 new designations in the course of the year, were in varying stages of improvement at the close of the year.

The accompanying table lists the projects involved in these Development Road operations.

URBAN ROAD AND STREET EXPENDITURES

(UNDER PART VII, THE HIGHWAY IMPROVEMENT ACT)

Expenditures upon which Departmental subsidies were paid to city, town and village organizations reached a record total of \$17,598,631.85. The increase in urban outlay was due chiefly to extensive bridge construction undertakings in the cities of London, Oshawa, Toronto and Welland.

Subjected to the usual classification the distribution of expenditure is as follows:

	CONSTRUCTION	MAINTENANCE	TOTAL
Roads and Streets (Winter Control excepted).....	\$5,625,729.49	\$ 7,741,691.32	\$13,367,420.81
Bridges and Culverts.....	1,412,339.58	492,602.43	1,904,942.01
Winter Control.....		2,326,269.03	2,326,269.03
TOTAL APPROVED EXPENDITURE.....	\$7,038,069.07	\$10,560,562.78	\$17,598,631.85

DEVELOPMENT ROAD EXPENDITURES IN ORGANIZED MUNICIPALITIES—1953
(Authorized by Part VI of The Highway Improvement Act)

ROAD No.	DESCRIPTION OR LOCATION	LENGTH MILES	JURISDICTION (Township unless indicated)	COUNTY OR DISTRICT	EXPENDITURE 1953-54 \$
13	Seyern Falls-Big Chute.....	4.1	Matchedash.....	Simcoe.....	9,833.59
23	Sylvan Valley Road.....	13.0	Macdonald, Meredith and Aberdeen Add'l	Algoma.....	11,134.53
26	Parham Mountain Grove	10.5	Hinchinbrooke and Oiden.....	Frontenac.....	17,696.80
32	Lakefield to Hall's Bridge.....	12.4	Peterborough County.....	Peterborough.....	6,338.50
35	Peninsula Road.....	6.0	Humphry.....	Parry Sound.....	4,998.49
36	Tamworth-Arden-Harlowe.....	33.0	Sheffield, Kennebec and Barrie.....	Frontenac, Lennox and Addington.....	34,781.34
37	Lake of Bays Road.....	10.0	Franklin and Brunel.....	Muskoka.....	26,889.50
43	Lighthouse Beach Road.....	8.5	North Himsworth.....	Parry Sound.....	9,985.94
51	Eganville-Douglas.....	9.0	Renfrew County.....	Renfrew.....	25,278.08
67	Dacre Shamrock-Renfrew.....	16.0	Renfrew County.....	Renfrew.....	155,073.35
78	Perth-Hopetown.....	14.0	Lanark County.....	Lanark.....	3,471.94
83	Easton's Corners-Kilmarnock Locks	4.5	Wolford.....	Grenville.....	4,995.60
86	Denbigh-Plevina.....	19.0	Clarendon, Barrie and Clarendon.....	Frontenac, Lennox and Addington.....	9,996.09
90	Artoch-Clarendon.....	14.2	Clarendon, Palmerston, Olden and Oso	Frontenac.....	9,996.83
96	Concession 24/25.....	0.9	North Himsworth.....	Parry Sound.....	9,896.83
102	Rifleau River Road.....	7.3	Nipissing.....	Parry Sound.....	985.20
104	Bellamy Road.....	9.0	Reeds and Grenville Counties	Grenville.....	20,344.68
106	Church's Glen Alda.....	6.0	Chatham.....	Parry Sound.....	19,928.30
109	Church Line.....	2.0	Galway and Cavendish.....	Lanark.....	15,051.06
110	Allderdale-Charnick.....	3.0	Strong.....	Peterborough.....	27,589.17
119	Highway No. 11 to Atorville.....	4.5	Chisholm.....	Peterborough.....	12,035.75
121	Old Nipissing Road.....	4.5	East Ferris.....	Parry Sound.....	9,998.51
122	Wayside-Tennyson.....	3.5	Chapman.....	Nipissing.....	3,382.46
125	Bruiden Side Road.....	9.0	Monmouth.....	Parry Sound.....	3,728.11
131	Battersea, North-easterly.....	2.5	Frontenac County.....	Lanark.....	4,998.25
132	Old Burk's Falls-Magnetawan.....	11.0	Frontenac County.....	Lanark.....	8,213.95
133	Orville-Rosseau.....	6.0	Carleton Place.....	Lambton.....	19,499.24
134	Macchar-Township Road.....	4.0	Ryerson.....	Frontenac.....	11,990.84
135	South Himsworth Township Road	2.5	Carleton Place.....	Parry Sound.....	8,996.35
136	Cloudslee Road.....	2.5	South Himsworth.....	Parry Sound.....	8,996.95
141	Gordon Lake Road.....	7.0	Thessalon and Lefroy.....	Parry Sound.....	4,761.23
142	Whitefish Valley Road.....	10.0	O'Connor.....	Parry Sound.....	7,416.23
143	Mud Lake Road.....	8.0	Gillies.....	Algoma.....	9,152.39
145	Gillies-Lybbster.....	6.0	Emo.....	Thunder Bay.....	11,174.98
146	Carpenter Township Road.....	6.5	Stormont, Dundas and Glengarry Counties	Thunder Bay.....	11,500.00
148	Winchester, Westerly.....	6.7	Stormont, Dundas and Glengarry Counties	Thunder Bay.....	7,130.13
149	Alexandra-Glen Robertson.....	6.0	Stormont, Dundas and Glengarry Counties	Rainy River.....	23,756.75
153	Maynard-South Augusta.....	2.3	Augusta.....	Dundas.....	15,000.00
154	Approach to Presqu'ile Park.....	4.5	Artemesia.....	Dundas.....	15,000.00
156	Beaver Valley Road.....	3.5	Medora and Wood.....	Glenora.....	12,427.83
158	Limestone Hill-Dalton.....	6.0	Lanark.....	Grenville.....	11,540.30
160	Peninsula Road.....	6.0	Minden.....	Northumberland.....	2,571.63
165	Rosetta-Middleville.....	4.5	Sherborne, etc.....	Grey.....	5,000.00
167	Head Lake Road.....	9.0	Bexley and Laxton.....	Ontario and Victoria.....	12,613.26
168	Ingoldsby Road.....	4.0	Minden.....	Lanark.....	19,475.75
169	Fletcher Lake Road.....	12.0	Frontenac County.....	Victoria.....	14,974.15
170	Perth Road.....	4.0	Lennox and Addington Counties	Haliburton.....	15,000.00
172	Bellrock-Enterprise.....	8.5	Dundas.....	Haliburton.....	14,999.05
173	Frankford-Foxboro.....	4.0	Hastings County.....	Frontenac.....	39,997.25
174	Detlor-Egan Creek.....	4.0	Dundas.....	Addington.....	9,934.61
176	Opeconis Road.....	4.0	Grattan.....	Hastings.....	36,370.09
177	French Line.....	4.0	Darling.....	Hastings.....	2,491.46
178	French Line.....	4.0	Darling.....	Renfrew.....	7,081.25
179	Fifth Side Road.....	3.0	Torbolton.....	Renfrew.....	3,994.00
				Lanark.....	499.71
				Carleton.....	8,443.88

180	Hillsdale-Eady	5.8	Medonte	Simcoe	8,001.79
181	Delaware Hill Diversion	0.7	Macaulay	Muskoka	500.00
183	Hay Bay Road	1.5	Adolphustown	Lennox	6,990.37
185	Connec Loop	6.6	Connec	Thunder Bay	13,230.07
186	Quadville-Foymount	10.0	Brudenell and Lyndoch	Renfrew	6,715.76
187	Dale Baltimore	7.8	Hamilton	Northumberland	18,041.33
189	Petworth Slack's Corners	2.0	Portland	Frontenac	5,030.73
190	Stinson Block Diversion	3.0	Hillier	Prince Edward	6,874.68
192	Maberley Bolingbroke	2.5	South Sherbrooke	Lanark	45,143.98
193	Elphin-Snow Road	3.0	Dalhousie and Sherbrooke North	Lanark	4,129.65
194	Balm Beach Diversion	1.9	Saravak	Grey	15,934.76
195	Blackstone Lake Road	3.5	Foley	Parry Sound	10,998.82
196	Highway No. 101 to Holtre	4.5	Black River (Hislop)	Temiskaming	6,577.97
197	Mission-Michipicoten Harbour	5.0	Michipicoten	Algoma	21,747.87
198	Val Caron-Chelmsford	11.0	Rayside and Bizard	Algoma	6,445.10
199	Dack Township Road	8.0	Shumiah (MacGregor)	Sudbury	3,000.00
200	Cupertaguen Loop	4.3	Thyng	Temiskaming	10.00
201	Hampland Road	4.3	Cumby	Thunder Bay	9,219.55
203	Highland Gap-Kild's Corners	10.0	Mulmur	Simcoe	13,341.36
204	Violet Hill-Penna	4.8	Kerpl	Haliburton	14,530.61
205	Big Bay-Peette Point	8.0	Brathour	Dufferin	30,082.71
206	Sixth Side Road	8.0	Camden East	Temiskaming	14,909.86
207	Switzer Hill Park Approach	0.8	Long Point Park Commission	Addington	8,085.48
208	Concession I	2.6	Palpoonge	Norfolk	52,573.25
209	Roslyn Road	3.2	Neebing	Thunder Bay	11,112.73
210	Dacre-Mount St. Patrick	1.3	Brougham	Thunder Bay	13,584.36
211	Gooderham-Cavendish	6.0	Giamorgan	Renfrew	11,008.53
212	Port Stewart-Boulter	4.5	Carlaw	Haliburton	4,993.34
213	Bessemer-Hermon	2.8	Mayo	Hastings	5,985.90
214	Bangor Lodge Road	4.0	Monck	Muskoka	8,006.03
215	Oro-Medonte Townline	2.5	Oro and Medonte	Muskoka	10,000.00
216	Fifteenth Side Road	7.0	March	Simcoe	21,641.82
217	Shallow Lake Road	2.5	Grey County	Carleton	111,985.87
218	Round Lake Road	9.0	McMurrich	Grey	4,991.34
219	Vermilion Bay-Quibell	6.0	Machin (Langton)	Parry Sound	15,326.51
220	Jewelville-Rosenthal	4.0	Radcliffe and Raglan	Kenora	3,158.68
221	Cherry Valley-Mifflord	3.0	Prince Edward County	Renfrew	47,100.84
222	Chemong Lake Approach	4.4	Ennismore	Prince Edward	5,192.24
223	Kingsford Township Road	1.5	Dorion Improvement District	Peterborough	2,846.43
224	Quinet Road	6.0	McIntyre	Kenora	11,369.46
225	Morgan Road	8.0	Plos	Thunder Bay	9,853.31
226	Fergusonvale-New Plos	8.5	Stafford	Simcoe	7,491.27
227	Snow Road, South and East	9.0	Ontario County	Frontenac	4,996.97
228	Stafford Swamp Road	3.0	Howland (Manitoulin)	Renfrew	17,959.82
229	County Road 16 (Thorah)	5.3	Casey	Ontario	28,272.46
230	Assinmack-Nesquandah	20.1	Burgess N. and Elmsley N.	Sudbury	2,999.97
231	Concession I	3.0	Elizabethtown	Temiskaming	7,000.00
232	Belle Vallee Road	3.0	Bromley	Temiskaming	33,249.91
233	Orty Lake to Scotch Line	3.0	Thomley	Lanark	19,050.00
234	Orty Lake to Scotch Line	3.0	Burgess N. and Elmsley N.	Greenville	6,000.66
235	Orty Lake to Scotch Line	3.0	Elizabethtown	Renfrew	9,382.70
236	Orty Lake to Scotch Line	3.0	Bromley	Simcoe	6,512.05
237	Lafontaine-Cedar Point	6.0	Killy	Renfrew	2,987.92
238	Concession X	1.5	Paraday	Hastings	2,996.35
240	Lower Faraday Road	12.5	Ryde	Muskoka	46,425.85
241	Riley Lake Road	3.0	McKim, Neelon and Garson	Sudbury	11,777.28
242	Bancroft Drive	5.1	Huntley	Carleton	
243	Burnt Lands Road	1.7			

Plus Account Receivable, Department of Mines, Re: Development Road No. 196

TOTAL.....

TOTAL

702.8

TOTAL

\$1,752,633.77

\$1,758,940.87

ROAD MACHINERY PURCHASES

During 1953 the county road organizations purchased 123 units of road machinery costing \$572,819.53. In the same period township purchases of 246 units amounted to \$1,163,483.87.

The Department's pool equipment service continued to provide road equipment at reduced rental rates to townships needing certain machines for limited periods and to others whose finances did not justify purchase or ownership.

Three units, costing \$40,827.10, were added to the Department pool, bringing the total in service to 205.

SUMMARY OF 1953 MUNICIPAL ROAD IMPROVEMENTS

Following is a condensation of county and township activities as reported by our district municipal engineers:

DISTRICT 1—(3 counties, 39 townships, 36 urban municipalities)

ESSEX — Construction: 1.5 miles asphaltic concrete, 4.5 miles mulch, 10.6 miles stablized base; 4 bridges, 2 concrete culvert extensions, 200 pipe culverts; 3,100 ft. underdrainage.

Maintenance: 41.5 miles bituminous treatment, 130 miles calcium dust layer, 44,797 c.y. pit gravel; 9 bridges and 70 culverts repaired.

Purchases: 1 backhoe, 1 float, 1 zone marker, 3 trucks, .05 acres land.

KENT — Construction: 18.5 miles asphaltic concrete, 13 miles stablized base, 10.5 miles new grade; 1 bridge, 40 pipe culverts; 14 miles underdrainage.

Maintenance: 10 miles calcium dust layer, 36,100 c.y. pit gravel, 7,000 tons crushed stone; 5 bridges and 5 culverts repaired.

Purchases: 1 zone marker, 20 acres land, 2.2 acres gravel deposits.



Large Culvert, London By-pass, new Highway No. 401

LAMBTON — Construction: 10.7 miles asphaltic concrete, 9.75 miles new grade; 1 bridge, 40 pipe culverts.

Maintenance: 14.5 miles bituminous treatment, 5 miles calcium dust layer, 6,100 c.y. pit run gravel, 1,000 c.y. crushed gravel, 7,030 tons crushed stone; 4 bridges and 10 culverts repaired.

Purchases: 3 trucks, 1 snow plow and wing, 1 steam cleaner, 8.8 acres of land.

Townships: Construction: 0.14 miles asphaltic concrete, 4.25 miles mulch, 37.6 miles new grade; 32 bridges, 20 culverts, 144 pipe culverts; 23,450 ft. underdrainage.

Maintenance: 14.8 miles bituminous treatment, 23.5 miles oil dust layer, 467 miles calcium dust layer, 129,115 c.y. pit run gravel, 58,290 c.y. crushed gravel, 141,209 tons crushed stone; 70 bridges and 246 culverts repaired.

Purchases: 2 graders, 1 maintainer, 6 trucks, 1 sander, 2 weed sprayers, 2 tractors, 1 loader, 1 snow plow and wing, 1 spreader, 1 bitumen distributor; 6.6 acres of land, 1 acre gravel deposits.

DISTRICT 2—(4 counties, 43 townships, 29 urban municipalities)

ELGIN — Construction: 5.2 miles mulch, 25 miles new grade; 4 bridges, 5 pipe culverts, 4 miles underdrainage.

Maintenance: 40,000 c.y. pit run, 20,000 c.y. crushed gravel and 1,500 tons crushed stone.

Purchases: 1 grader, 1 truck-mounted welder, 1 pick-up truck.

MIDDLESEX — Construction: 14 miles new plant mixed pavement, 2 miles resurfaced pavement; 23 miles new grade; 7 bridges, 13,000 l.f. of pipe culverts.

Maintenance: 7.25 miles bituminous treatment, 15,000 gals. prime and 300 tons calcium dust layer, 48,500 c.y. crushed gravel.

Purchases: 1 grader, 3 dump trucks, 1 kettle, 3 snow wings.

NORFOLK — Construction: 8.2 miles mulch, 5 miles new grade; 2,840 l.f. underdrainage; 3 bridges, 1 metal arch and 16 pipe culverts.

Maintenance: 56 miles bituminous treatment; 20,000 c.y. crushed gravel and 6,600 tons crushed stone.

Purchases: 1 grader, 4 trucks, 1 tractor-mower.

OXFORD — Construction: 0.25 miles plant mixed pavement, 7 miles mulch, 15.5 miles new grade; 20,000 l.f. underdrainage; 2 bridges, 1 culvert and 49 pipe culverts.

Maintenance: 27.5 miles bituminous treatment, 107 miles dust layer, 36 miles crushed gravel.

Purchases: 2 tractors with loaders and mowers.

Townships: Construction: 18.75 miles mulch, 2.5 miles stablized base, 32.5 miles new grade (31,000 c.y. pit run, 17,800 c.y. crushed gravel, 4,500 tons crushed stone); 12 bridges, 40 culverts, 1 metal arch and 227 pipe culverts.

Maintenance: 17 miles bituminous treatment, 30 miles oil and 236 miles calcium dust layer; 145,000 c.y. pit run, 246,600 c.y. crushed gravel and 38,000 tons crushed stone; 63 bridges and 413 culverts repaired.

Purchases: 3 graders, 10 trucks, 5 tractors, 1 plow, 1 welder, 1 kettle, 1 loader, 1 spreader, 1 mower; 25 acres gravel deposits.

DISTRICT 3—(4 counties, 44 townships, 32 urban municipalities)

HURON — Construction: 13 miles mulch, 3 miles new grade (20,000 c.y. pit run); 3 concrete culverts.

Maintenance: 7 miles bituminous treatment, 40 miles calcium, 90,000 c.y. crushed gravel.

Purchases: 1 hopper, 1 vibrator, 1 station wagon; 15 acres land.

PERTH — Construction: 5 miles mulch, 10.5 miles new grade (54,800 c.y. granular fill); 3 concrete bridges, 74 pipe culverts.

Maintenance: 10 miles road-side ditching; 26 miles oil and 128 miles calcium dust layer; 53,000 c.y. crushed gravel; 3 bridges and 2 culverts repaired.

Purchases: 1 roller, 1 dump truck and 1 pick-up; 4 acres land.

WATERLOO — Construction: 6.1 miles mulch, 4.4 miles new grade (44,000 c.y. pit run and 12,000 c.y. crushed gravel); 1 steel and 2 concrete bridges; 27 pipe culverts.

Maintenance: 20.7 miles surface treatment, 13.7 miles oil and 108 miles calcium dust layer; 27,000 c.y. crushed gravel; 7 bridges and 13 culverts repaired.

Purchases: 1 truck and sander; 16 acres land.

WELLINGTON — Construction: 4 steel bridges.

Maintenance: 19 miles road-side ditching; 29 miles surface treatment, 305 miles calcium, 131,000 c.y. crushed gravel; 7 bridges and 13 culverts repaired.

Townships: Construction: 1.86 miles mulch, 154 miles new grade; 26 concrete bridges, 45 concrete culverts, 44 metal arch and 376 pipe culverts; 1 machinery shed.

Maintenance: 0.5 miles bituminous treatment, 4 miles oil and 274 miles calcium dust layer; 8,000 c.y. pit run, 492,500 c.y. crushed gravel and 18,300 tons crushed stone; 61 bridges and 315 culverts repaired.

Purchases: 7 graders, 3 heavy trucks, 2 weed sprayers, 1 mower, 2.5 acres land.

DISTRICT 4—(5 counties, 41 township units, 26 urban municipalities)

BRANT — Construction: 8.2 miles mulch, 3.6 miles new grade (12,600 c.y. crushed gravel); 2 concrete bridges, 14 pipe culverts.

Maintenance: 16 miles bituminous treatment, 2 miles oil and 12 miles calcium; 3 bridges repaired.

Purchases: 1 roller, 1 dump truck, 1 pick-up truck, 1 float (county built).

HALDIMAND — Construction: 7.14 miles mulch, 3 miles new grade; 1 concrete and 1 timber bridge, 5 concrete culverts, 14 pipe culverts.

Maintenance: 2 miles bituminous treatment, 7.5 miles calcium; 11,900 tons crushed stone; 1 bridge and 4 culverts repaired.

Purchases: 1 pick-up truck; 1.6 acres land.

LINCOLN — Construction: 7 miles mulch, 7.5 miles new grade; 2 concrete bridges, 2 concrete culverts, 22 pipe culverts.

Maintenance: 35 miles bituminous treatment, 14.5 miles calcium, 2,800 c.y. crushed stone; 5 bridges and 4 culverts repaired.

Purchases: 1 snow plow, 1 loader, 2 dump trucks, 2 pick-up trucks; 9 acres land.

WELLAND — Construction: 1.5 miles asphaltic concrete, 15.5 miles mulch, 6.25 miles stabilized base, 6.25 miles new grade (60,000 tons crushed stone); 1 concrete bridge, 3 concrete culverts, 27 pipe culverts.

Maintenance: 4,300 tons crushed stone; 3 bridges and 12 culverts repaired.

Purchases: 1 snow plow, 2 trucks, 1 loader, 1 bitumen distributor, 1 grader, 1 heater, 1 car; 0.3 acres land.

WENTWORTH — Construction: 7.2 miles mulch; 3 concrete bridges.

Maintenance: 72 miles oil dust layer; 22,000 tons crushed stone; 3 bridges and 80 culverts repaired.

Purchases: 4 trucks; 10 acres land.

Townships: Construction: 3.3 miles penetration macadam, 14 miles mulch, 32 miles new grade (4,600 c.y. pit run, 6,000 c.y. crushed gravel, 68,000 tons crushed stone); 37 bridges, 27 metal arch, 28 concrete and 271 pipe culverts.

Maintenance: 15 miles bituminous treatment, 361 miles oiling and 250 miles calcium; 34 miles stabilization; 69,000 c.y. crushed gravel and 214,000 tons crushed stone; 74 bridges and 286 culverts repaired.

Purchases: 14 trucks, 4 graders, 7 tractors, 2 plows, 4 loaders, 4 mowers, 2 spreaders, 1 roller, 1 cement mixer, 1 sprayer and 1 trailer.

DISTRICT 5—(3 counties, 40 township units, 29 urban municipalities)

BRUCE — Construction: 3 miles mulch, 8 miles new grade (63,000 c.y. pit run and 7,200 c.y. crushed gravel); 2 bridges, 89 metal pipe culverts.

Maintenance: 5 miles bituminous treatment, 20 miles prime, 150 miles calcium, 35,000 c.y. crushed gravel; 8 bridges repaired.

Purchases: 1-30 ton float, rebuilt gravel crushing plant, 10.7 acres land.

DUFFERIN — Construction: 1.5 miles new grade; 25 metal pipe culverts.

Maintenance: 5 miles bituminous treatment, 4 miles calcium, 17,500 c.y. crushed gravel.

Purchases: 13.5 acres land.

GREY — Construction: 1 mile mulch, 8.75 miles new grade; 63 metal pipe culverts.

Maintenance: 12.5 miles bituminous treatment, 28 miles prime, 168 miles calcium, 12 miles ditching, 65,000 c.y. crushed gravel; 2 bridges and 68 culverts repaired.

Purchases: 1 grader, 1 pick-up truck, 1 car, 12.5 acres land.

Townships: Construction: 103 miles new grade (51,000 c.y. pit run and 35,000 c.y. crushed gravel); 12 concrete and 3 wooden bridges, 6 metal arch and 546 pipe culverts.

Maintenance: 4.5 miles prime, 108 miles calcium, 74 miles ditching, 19,000 c.y. pit run and 338,000 c.y. crushed gravel; 65 bridges and 357 culverts repaired.

Purchases: 4 graders, 2 pick-up trucks, 1 snow plow and wing, 21.7 acres land.

DISTRICT 6—(4 counties, 37 townships, 1 Indian reserve, 41 urban municipalities)

HALTON — Construction: 0.5 miles new grade, 2.8 miles (20,600 c.y. granular base); 800 l.f. guide rail; 6 pipe culverts.

Maintenance: 8 miles bituminous treatment, 22,000 c.y. crushed gravel.

Purchases: 1 grader, plow and wing.

PEEL — Construction: 0.12 miles mulch, 2 miles new grade (7,300 c.y. granular base and 12,800 c.y. crushed gravel); 800 l.f. guide rail; 1 bridge, 11 pipe culverts.

Maintenance: 31 miles bituminous treatment, 42 miles prime, 27,000 c.y. crushed gravel; 3 bridges and 47 culverts repaired.

Purchases: 1 truck, 1 loader, 3 spreaders, 2 cars.

SIMCOE — Construction: 3.5 miles mixed macadam, 6.1 miles new grade

(17,500 c.y. granular base and 30,800 c.y. crushed gravel); 3,200 l.f. guide rail; 1 concrete bridge, 96 pipe culverts.

Maintenance: 9.9 miles bituminous treatment, 81.6 miles prime, 10,400 c.y. pit run, 29,100 c.y. crushed gravel, 2,070 tons crushed stone; 22 culverts repaired.

Purchases: 1 grader, plow and wing, 4 trucks, 1 chain saw; 13.23 acres land.

YORK — Construction: 1.35 miles cement concrete, 3.25 miles asphaltic concrete, 1.75 miles mulch; 8.14 miles new grade (94,800 c.y. granular base, 17,900 c.y. crushed gravel, 45,000 sq. yds. sodding); 1,070 l.f. guide rail; 1,170 l.f. underdrainage; 1 bridge, 4 culverts, 138 pipe culverts.

Maintenance: 104 miles bituminous treatment, 7 miles prime, 11,200 c.y. crushed gravel, 1,700 tons crushed stone; 5 bridges repaired.

Purchases: 8 trucks, 1 set 50-ton scales.

Townships: Construction: 12.46 miles asphaltic concrete; 111.5 miles new grade, 11.5 miles stabilized base (43,100 c.y. pit run, 37,100 c.y. crushed gravel, 14,000 tons crushed stone); 12,000 l.f. guide rail; 4 timber and 23 concrete bridges, 18 metal arch and 9 concrete culverts, 832 pipe culverts.

Maintenance: 139 miles bituminous treatment, 795 miles prime, 133,500 c.y. pit run, 414,600 c.y. crushed gravel, 78,000 tons crushed stone; 56 bridges and 482 culverts repaired.

Purchases: 3 graders, plows and wings, 5 tractors, 13 trucks, 3 loaders, 2 mowers, 1 sprayer, 2 sanders, 1 crawler clam, 1 eductor; 18.25 acres land, 23 acres gravel pits.

DISTRICT 7—(3 county units, 37 township units, 17 urban municipalities)

NORTHUMBERLAND & DURHAM — Construction: 16 miles mulch, 57 miles new grade (41,000 c.y. pit run and 1,000 c.y. crushed gravel); 3 culverts, 105 pipe culverts.

Maintenance: 10 miles ditching; 202 miles calcium; 8,000 c.y. pit run and 27,000 c.y. crushed gravel; 1 bridge repaired.

Purchases: 1 truck, 1 car, 8.4 acres land.

PETERBOROUGH — Construction: 14.1 miles mulch, 1.5 miles new grade; 2 bridges, 26 pipe culverts.

Maintenance: 2.3 miles bituminous treatment, 10 miles prime and 143 miles calcium; 19.6 miles ditching; 19,000 c.y. crushed gravel; 14 bridges and 2 culverts repaired.

Purchases: 1 zone marker, 1 machinery float (county built).

PRINCE EDWARD — Construction: 0.4 miles hot mix pavement, 5.9 miles mulch, 2.2 miles new grade (10,000 c.y. pit run and 1,000 c.y. crushed gravel); 13 pipe culverts.

Maintenance: 5.7 miles bituminous treatment, 25 miles prime, 70 miles chloride; 2.5 miles ditching; 1,600 c.y. pit run and 8,000 c.y. crushed gravel; 1 bridge repaired.

Purchases: 1 truck.

Townships: Construction: 5.25 miles mulch, 142 miles new grade (54,000 c.y. pit run, 16,000 c.y. crushed gravel); 3 wood, 1 steel, 10 concrete bridges; 27 concrete, 5 wood, 76 metal arch culverts, 479 pipe culverts.

Maintenance: 1 mile bituminous treatment, 18.3 miles prime, 176 miles chloride; 95,000 c.y. pit run, 140,000 c.y. crushed gravel; 358 bridges, 80 culverts repaired.

Purchases: 2 trucks, 2 tractor-mowers, 1 weed sprayer, 14 acres land.

DISTRICT 8—(4 counties, 43 townships, 18 urban municipalities)

FRONTENAC — Construction: 3 miles new grade (5,400 tons crushed stone); 28 acres cleared and grubbed; 34 pipe culverts.

Maintenance: 9.7 miles bituminous treatment, 64.9 miles calcium, 2,600 c.y. pit run gravel and 14,000 tons crushed stone; 1 bridge and 11 culverts repaired.

HASTINGS — Construction: .25 miles asphaltic concrete, 5.5 miles mulch, 1 mile new grade (1,200 c.y. pit run gravel and crushed stone); 2 acres cleared and grubbed; 22 pipe culverts.

Maintenance: 7.5 miles bituminous treatment, 43 miles prime, 107 miles calcium, 4,700 c.y. pit run and 5,300 c.y. crushed gravel, 6,700 tons crushed stone; 2 miles ditching; 24 bridges and 13 culverts repaired.

Purchases: 2, 3-ton trucks, 1 car, 4 sanders, 8 acres land.

LEEDS & GRENVILLE — Construction: 0.5 miles mixed macadam, 1.5 miles mulch, 1.6 miles widened, 19.0 miles new grade (10,700 c.y. pit run and 17,000 tons crushed gravel); 5.4 acres cleared and grubbed; 17 pipe culverts.

Maintenance: 16.7 miles bituminous treatment, 97 miles calcium, 2.3 miles pavement resurfacing, 2,000 c.y. pit run and 8,000 c.y. crushed gravel, 2,200 tons crushed stone; 5 bridges and 51 culverts repaired.

Purchases: 19.8 acres land.

LENNOX & ADDINGTON — Construction: 0.5 miles asphaltic concrete, 1 mile new grade, 0.5 acres cleared and grubbed; 2 bridges, 30 concrete and 20 pipe culverts.

Maintenance: 10 miles bituminous treatment, 50 miles prime, 16,000 tons crushed stone, 3 miles ditched; 1 bridge and 2 culverts repaired.

Purchases: 1 pump, 6.5 acres land.

Townships: Construction: 1.82 miles mixed macadam, 6.8 miles mulch, 20.2 miles new grade (13,000 c.y. pit run and 9,000 c.y. crushed gravel, 1,600 tons crushed stone), 0.5 miles stabilized base; 12.05 acres cleared and grubbed; 1 wooden, 2 steel and 2 concrete bridges, 21 wooden, 3 metal arch, 6 concrete and 125 pipe culverts.

Maintenance: 15.1 miles bituminous treatment, 6.3 miles prime, 214 miles calcium, 111,000 c.y. pit run, 105,000 c.y. crushed gravel and 73,000 tons crushed stone, 71.0 miles ditched; 78 bridges and 608 culverts repaired.

Purchases: 4 graders, 1 crawler, 1 truck, 1 sprayer, 1 mower, 1 spreader; 1 machine shed built; 3.70 acres land, 3.3 acres land for gravel pit.

DISTRICT 9—(4 counties, 47 township units, 23 urban municipalities)

CARLETON — Construction: 3.5 miles asphaltic concrete, 11.75 miles mulch, 6 miles new grade (25,000 c.y. pit run and 7,000 c.y. crushed gravel); 1 steel and 2 concrete bridges, 1 metal arch and 6 pipe culverts.

Maintenance: 18 miles bituminous treatment, 96 miles calcium, 29,000 c.y. pit run and 16,000 c.y. crushed gravel, 800 tons cold-mix patching, 3 miles ditching; 3 bridges and 62 culverts repaired.

Purchases: 4 trucks and 0.5 acres land.

LANARK — Construction: 4 miles mulch, 6.5 miles new grade (11,800 c.y. pit run and 12,000 c.y. crushed gravel); 2 bridges, 2 metal arch and 35 pipe culverts.

Maintenance: 5.2 miles bituminous treatment, 115 miles calcium, 12,500 c.y. pit run, 8,400 c.y. crushed gravel and 600 tons crushed stone; 16.5 miles ditching; 3 bridges and 53 culverts repaired.

Purchases: 0.56 acres land.

PRESCOTT & RUSSELL — Construction: 20.5 miles mulch, 6 miles new grade (22,600 c.y. crushed gravel and 8,000 tons crushed stone); 2 bridges, 2 concrete and 20 pipe culverts.

Maintenance: 5 miles bituminous treatment, 5,000 c.y. pit run, 10,000 c.y. crushed gravel and 4,200 tons crushed stone; 3 bridges and 12 culverts repaired.

Purchases: 1 weed sprayer, 3 plows and wings, 1 car, 1 truck, 7 acres land.

STORMONT, DUNDAS & GLENGARRY — Construction: 17 miles mulch, 15 miles new grade (10,500 c.y. pit run and 59,000 c.y. crushed gravel); 3 bridges and 25 pipe culverts.

Maintenance: 100 miles calcium, 31,400 c.y. pit run and 22,500 c.y. crushed gravel.

Purchases: 75 acres land.

Townships: Construction: 75 miles grading (21,800 c.y. pit run, 9,200 c.y. crushed gravel and 7,700 tons crushed stone); 21 bridges, 6 concrete, 6 wood, 10 metal arch and 221 pipe culverts.

Maintenance: 4 miles bituminous treatment, 228 miles calcium, 160,500 c.y. pit run, 211,000 c.y. crushed gravel and 15,000 tons crushed stone; 57.6 miles ditching; 155 bridges and 551 culverts repaired.

Purchases: 1 jaw crusher, 1 grader, 1 loader, 2 trucks, 2 snow plows, 4 weed sprayers, 37.5 acres land.

DISTRICT 10—(1 county, 40 township units, 12 urban municipalities, 1 statute labour board and 4 unorganized units)

RENFREW — Construction: 0.5 miles mulch, 0.5 miles new grade (2,000 c.y. pit run), 6.5 miles stabilized base; 1 bridge, 1 concrete and 29 pipe culverts; erected one garage.

Maintenance: 14.8 miles bituminous treatment, 4.7 miles prime, 86.0 miles calcium, 12,400 c.y. pit run and 11,600 c.y. crushed gravel; 11.7 miles ditching; 4 bridges and 12 culverts repaired.

Purchases: 1 grader and plow, 3 spreaders, 4.25 acres land.

Townships: Construction: 1.3 miles mulch, 44 miles new grade (6,000 c.y. pit run and 500 c.y. crushed gravel); 18 acres cleared and grubbed; 7 bridges and 33 culverts.

Maintenance: 1 mile bituminous treatment, 24.5 miles calcium, 11 miles clay stabilization, 133,400 c.y. pit run, 49,600 c.y. crushed gravel and 13,000 tons crushed stone; 255 miles ditching; 83 bridges and 407 culverts repaired.

Purchases: 2 graders, 3 trucks, 1 snow plow; 4.25 acres land.

DISTRICT 11—(2 counties, 1 provincial county, 1 district, 52 townships, 19 urban municipalities, 2 statute labour boards, 4 unorganized units)

ONTARIO — Construction: 1.5 miles hot mix, 23.8 miles mulch, 2.3 miles new grade (10,000 c.y. pit run and 2,000 c.y. crushed gravel); 20 pipe culverts.

Maintenance: 16 miles bituminous treatment, 71 miles calcium, 2,000 c.y. pit run and 2,900 c.y. crushed gravel; 8 bridges and 21 culverts repaired.

Purchases: 1 truck and 1 grader.

VICTORIA — Construction: 3.75 miles mulch, 2 miles new grade; 3 bridges and 51 pipe culverts.

Maintenance: 7 miles bituminous treatment, 7.6 miles prime, 135 miles calcium, 5,800 c.y. pit run and 25,300 c.y. crushed gravel; 40 bridges and 30 culverts repaired.

Purchases: 1 truck and snow plow.

Townships: Construction: 5 miles mulch, 13.2 miles new grade (9,200 c.y. pit run and 12,300 c.y. crushed gravel); 3 bridges, 2 concrete, 12 wooden, 5 metal arch and 204 pipe culverts.

Maintenance: 2 miles bituminous treatment, 24 miles prime, 288 miles calcium, 173,000 c.y. pit run, 167,000 c.y. crushed gravel and 8,400 tons crushed stone; 78 bridges and 760 culverts repaired.

Purchases: 10 trucks, 1 back hoe, 1 crawler tractor, 1 wheel tractor, 3 terracers, 2 sanders, 66 acres land.

DISTRICT 12—(18 township units, 3 Indian reserves, 9 urban municipalities, 18 statute labour boards, 6 unorganized townships)

Organized townships: Construction: 9 acres cleared; 10 miles new grade (16,900 c.y. rock and 35,500 c.y. earth excavation, 10,500 c.y. pit run and 8,000 c.y. crushed gravel); 2 timber bridges, 26 culverts and 91 pipe culverts.

Maintenance: 77 miles roadside ditching; 48,000 c.y. pit run, 9,200 c.y. crushed gravel and stone; 28 miles calcium; 41 bridges and 223 culverts repaired.

Statute labour townships: Construction: 1 acre cleared; 1 mile new road; 8 bridges, 53 timber culverts and 291 pipe culverts.

Maintenance: 44 miles roadside ditching, 42 miles brush-cutting; 44,750 c.y. pit run gravel; 99 bridges and 403 culverts repaired.

Unorganized units: Special projects: 3 timber and 4 pipe culverts installed, 3 bridges and 5 culverts repaired; 4 miles roadside ditching; 1,700 c.y. pit run gravel.

Specific projects: 14 acres cleared; 5 miles new road (2,600 c.y. pit run); 2 bridges and 57 pipe culverts; 7,500 c.y. pit run gravel.

DISTRICT 13—(18 townships, 5 urban municipalities, 17 statute labour boards, 24 unorganized units)

Organized units: Construction: 0.75 miles hot mix and 12 miles mulch; 0.35 miles new grade; 7 bridges, 7 concrete, 13 timber and 137 pipe culverts.

Maintenance: 0.6 bituminous treatment; 40,000 c.y. pit run and 10,400 c.y. crushed gravel; 44 bridges and 117 culverts repaired.

Purchases: 2 trucks, 1 plow.

Statute labour and unorganized units: Construction: 4.1 miles new grade; 1 bridge, 12 timber and 74 pipe culverts.

Maintenance: 34.4 miles roadside ditching; 33,700 c.y. pit run gravel; 23 bridges and 67 culverts repaired.

DISTRICT 14—(26 townships, 9 urban municipalities, 20 statute labour boards, 62 unorganized units)

Organized townships: Construction: 7 acres cleared; 2 miles new grade; 4 timber bridges, 1 concrete, 5 metal arch and 34 pipe culverts.

Maintenance: 57,000 c.y. pit run, 22,600 c.y. crushed gravel and 800 c.y. crushed stone; 48 bridges and 166 culverts repaired.

Statute labour and unorganized units: Construction: 20 acres cleared; 2 miles new road (2,150 c.y. pit run); 4 timber and 4 Bailey bridges.

Maintenance: 40,500 c.y. pit run gravel; 44 bridges and 148 culverts repaired.

DISTRICT 16—(5 township units, 5 urban municipalities, 26 statute labour boards, 15 unorganized units)



Car Ferry and Dock, St. Joseph Island

Organized townships: Construction: 1.4 miles mulch; 1 bridge and 9 pipe culverts.

Maintenance: 0.75 miles prime, 20,000 c.y. pit run and 1,500 c.y. crushed gravel; 5.8 miles roadside ditching; 8 bridges and 12 culverts repaired.

Statute labour and unorganized units: Construction: 0.5 miles new grade; 1 timber bridge (150-foot span), 1 timber and 9 pipe culverts.

Maintenance: 26 miles roadside ditching; 47,800 c.y. pit run and 23,200 c.y. granular fill; 42 bridges and 53 culverts repaired.

DISTRICT 17—(29 townships, 5 Indian reserves, 10 urban municipalities, 15 statute labour boards, 44 unorganized units)

Organized units: Construction: 4.4 miles asphaltic concrete, 18.5 miles mulch, 1.25 miles new grade (800 c.y. pit run, 3,000 c.y. crushed gravel and 4,200 tons crushed stone); 3 wooden and 2 concrete bridges, 16 wooden, 1 concrete and 86 pipe culverts.

Maintenance: 21.7 miles bituminous treatment, 13.75 miles prime, 84.4 miles calcium, 94,400 c.y. pit run, 33,500 c.y. crushed gravel, 143 miles ditching; 37 bridges and 536 culverts repaired.

Purchases: 4 trucks with plows and wings, 2 tractor dozers with loaders, 1 grader, 4 trucks, 2 steam boilers.

Statute labour and unorganized units: Construction: 2.3 miles new grade (21,000 c.y. pit run); 1 bridge and 112 culverts.

Maintenance: 23 miles ditching; 21 bridges and 67 culverts repaired.

DISTRICT 18—(19 townships, 7 urban municipalities, 12 statute labour boards, 55 unorganized units)

Organized townships: Construction: 28.5 miles new grade (2,000 c.y. pit run, 2,600 c.y. slag), 3.75 acres cleared and grubbed; 3 bridges, 3 concrete, 3 timber and 98 pipe culverts.

Maintenance: 2 miles bituminous treatment, 23.5 miles calcium, 44,000 c.y. pit run; 58 miles ditching, 28 bridges and 193 culverts repaired.

Statute labour and unorganized units: Construction: 6 miles new grade; 1 bridge, 5 timber and 40 pipe culverts.

Maintenance: 7,600 c.y. pit run, 600 c.y. clay; 17 miles ditching; 17 bridges and 37 culverts repaired.

Special projects: 4.5 miles new grade; 11 pipe culverts installed, 2 bridges repaired; 8 miles ditching; 6,350 c.y. pit run.

Specific projects: 16 miles new grade; 1 bridge and 16 pipe culverts installed, 1 bridge repaired; 5.5 miles ditching; 9,700 c.y. pit run.

DISTRICT 19—(15 townships, 3 urban municipalities, 20 statute labour boards, 7 unorganized units)

Organized townships: Construction: 2 miles mulch, 1.5 miles new grade (5,400 c.y. pit run), 3 acres cleared; 3 bridges and 14 culverts (all timber).

Maintenance: 59,000 c.y. pit run, 4,500 c.y. crushed gravel, 30 miles dust layer; 54 miles roadside ditching; 31 bridges and 186 culverts repaired.

Purchases: 1 truck, 1 plow and wing, 2 floats, 1 oil distributor.

Statute labour and unorganized units: Construction: 11 miles new grade (8,400 c.y. pit run); 6 bridges and 24 culverts.

Maintenance: 43,750 c.y. pit run gravel; 76.5 miles roadside ditching; 29 bridges and 244 culverts repaired.

DISTRICT 20—(19 township units, 6 urban municipalities, 24 statute labour boards and 39 unorganized units)

Organized townships: Construction: 1.6 miles new grade (1,600 c.y. pit run and 1,250 c.y. crushed gravel); 9.6 acres cleared and grubbed; 20 wood and 7 pipe culverts.

Maintenance: 2.0 miles prime, 2.6 miles calcium, 51,000 c.y. pit run and 400 c.y. crushed gravel, 19.7 miles ditching; 21 bridges and 165 culverts repaired.

Purchases: 1 truck, 1 loader.

Statute labour and unorganized townships: Construction: 7.2 miles new grade (5,600 c.y. pit run gravel); 9.0 acres cleared and grubbed; 1 bridge, 1 wooden and 20 pipe culverts.

Maintenance: 52,700 c.y. pit run, 150 c.y. crushed gravel and 1,800 c.y. clay; 46.5 miles ditching; 29 bridges and 262 culverts repaired.

MUNICIPAL ROADS GENERAL OVERHEAD—1953-54

Discounts allowed Municipalities on pool machinery rentals and operators' wages.....	\$ 93,167.29
General Overhead.....	\$ 71,964.01
TOTAL.....	\$165,131.30

ANNUAL REPORT OF THE PUBLIC RELATIONS BRANCH

By Colin M. Bennett

April 1, 1953-March 31, 1954

Map Sales amounted to \$5,879.47 an increase of \$999.97 over the previous year.

MAP TYPE	NO. SOLD	INCREASE OVER PREVIOUS YEAR
Lithographed County Maps.....	12,795	391
County Maps (heavy paper).....	1,858	% 104
District Maps (heavy paper).....	494	% 36
Township Maps (white prints).....	3,904	1,097
Maps (linen).....	68	31
Maps given free (litho) to Ontario and Federal Government Offices.....	4,045	% 294
TOTAL	23,164	1,085

Private Wire (Teletype) Service:—Operates 8 hours per day, 5 days per week during the months Mid-April to October inclusive; from November to Mid-April 24 hours per day, 7 days per week.

Messages re Winter Highway Conditions.....	34,388
(originating at or coming into Head Office)	
Messages covering all other Department Business.....	23,757
(Originating at or coming into Head Office)	
TOTAL	58,145
Approximate number of messages relayed by Head Office from one division to another when the two are not on the same circuit.....	2,300
A record is kept of messages going between two offices which are on the same circuit.	

The New Liskeard, Sudbury and Blind River Division Offices joined the Private Wire Communication System in February 1954. Three divisions still remain without this service — Cochrane, Fort William and Kenora.

“The Official Weekly Road Bulletin of Ontario” was prepared and the average mailing per week was approximately 10,500 copies. Of course, the number dropped to about 9,200 in the early spring and late fall, but at season’s peak (July, August and also September) the number increased to well over 12,000 copies. The Bulletin was well received: “. . . the road information is accurate, the editorials are amusing and informative, and the photographs are appealing” — these are our readers’ comments.

“The Daily Winter Road Reporting Service” commenced the first Monday of November 1953 and continued through the first week of April 1954. Six additional men (university students) were hired to assist the regular staff in this service with results being satisfactory. The weather was more severe than it had been for a number of years. Certain highways were blocked, the most notable blocks being on Highway No. 2 at both Cornwall and in the Chatham-Windsor area. Many other highways were reported as being very heavy. The road reporting office received innumerable queries during these periods. Three telephones were in operation around the clock. The teletype made available up-to-the-second information. Without this equipment our ability to serve the public would be negligible.

The Winter Highway Bulletins were carried daily by many local radio stations, and also by the Canadian Broadcasting Corporation’s Stations CBL and CJBC in Toronto. During periods of very adverse weather, special notices were handled free of charge as a public service by the C.B.C. — the station personnel co-operated immediately and helpfully. Pictorial Reports on Station CBL-TV were **not** carried this winter.



Blossom Time, Niagara Peninsula

Existing weather conditions were given to the Dominion Weather Office, Verification Branch, Toronto, six times daily in the winter and three times daily the remainder of the year.

The Press Services were supplied — as in the past — with a daily road report. (British United Press, Canadian Press).

One transport company — Inter-City — telephoned daily for a detailed road and weather report covering the Windsor-Toronto-Quebec boundary district. This in turn was put on that Company's teletype circuit to all branches.

"The Official Roadside Park Bulletin of Ontario," advertising the free Department-owned campsites, was printed in both English and French. The English copy was issued in the number of 25,000 — the French 10,000. None was left undistributed. Sixty-two campsites were listed. Letters praising the

efforts of the Department in making camping once more a part of travel by automobile were received from residents and non-residents alike. The Department of Travel and Publicity were the chief distributors of the English Bulletin.

"The Official Road Map of Ontario" was distributed by this branch to a total of 18,000 copies.

Photographs, taken by the Departments staff photographer, were catalogued and filed. Many appeared in the Department's publications including this Annual Report. Photographs were supplied to those outside the Government upon written request.

The Annual Report for the previous fiscal year was in print by late November 1953 but distribution was delayed until it had been "tabled" in the legislature, February 1954.

Selling Ontario Travel Routes is an important part of our Public Relations job. Frequently information is sought for travel information via American Highways when the trip could be made as quickly and enjoyably on Ontario Highways. Sections of our highways may not be paved — and at times might be termed "gravel and rough" — but when length of journey is considered most of the distance is covered on good surfaces. Ontario scenery is unsurpassed. Why shouldn't our Ontario people be advised to travel from Toronto to Winnipeg via North Bay, Cochrane, Nipigon and Kenora instead of through Michigan, Minnesota and Wisconsin? It is only just to the northern businessman that we stress the desirability of travelling in Ontario. Travel agencies, other than government, too frequently advise routes through the United States for no other reason than that highways there happen to be paved for the full distance. They are so out of touch with the trend of touring as to assume that populated centres offer a greater attraction to the traveller than does the primitive beauty of an unspoiled land. While this conception may be true in some instances, it reflects a lack of understanding of the psychology of the average person on a holiday trip.

APPENDIX No. 1

**DEPARTMENT EXPENDITURES ON KING'S HIGHWAYS, DEVELOPMENT ROADS,
ROADS IN UNINCORPORATED TOWNSHIPS, ETC.
BY COUNTIES AND DISTRICTS**

April 1st, 1953 to March 31st, 1954

COUNTY	CONSTRUCTION	MAINTENANCE	TOTAL
Brant:			
Highway No. 2	\$ 32,321.61	\$ 66,819.95	\$ 99,141.56
" " 5	17,597.86	21,815.77	39,413.63
" " 24	30,651.46	29,367.21	60,018.67
" " 24A	998.36	19,946.96	20,945.32
" " 53	10,611.37	43,614.97	54,226.34
" " 54		43,485.04	44,485.04
" " 99		30,162.95	30,162.95
	\$ 92,180.66	\$ 256,212.85	\$ 348,393.51
Bruce:			
Highway No. 4	\$ 534.71	\$ 34,465.50	\$ 35,000.21
" " 6	233,562.26	232,083.97	465,646.23
" " 9	4,832.28	296,282.51	301,114.79
" " 21	421,416.68	119,476.18	540,892.86
" " 86	5,680.87	29,564.09	35,244.96
Sidewalk:			
Mildmay	148.32		148.32
Connecting Links:			
Town of Hanover		157.52	157.52
Town of Walkerton		1,560.73	1,560.73
	\$ 666,175.12	\$ 713,590.50	\$ 1,379,765.62
Carleton:			
Highway No. 15	\$ 21,537.82	\$ 149,468.12	\$ 171,005.94
" " 16	12,706.39	57,647.13	70,353.51
" " 17	228,840.31	65,694.14	294,534.45
" " 29		9,034.29	9,034.29
" " 31	93.20	28,931.82	29,025.02
" " 44	67,836.13	16,492.50	84,328.63
Miscellaneous Surveys	23.36		23.36
Connecting Link:			
Town of Eastview		137.32	137.32
Development Roads:			
Torbolton Side Road	8,443.88		8,443.88
15th Side Road	21,641.82		21,641.82
Burnt Lands Road	11,777.28		11,777.28
	\$ 372,900.19	\$ 327,405.31	\$ 700,305.50
Dufferin:			
Highway No. 9	\$ 348,437.91	\$ 54,384.88	\$ 402,822.79
" " 10	93,222.48	58,028.96	151,251.44
" " 24	377,059.55	30,037.43	407,096.98
" " 89	18.65	30,413.38	30,432.03
" " 104	296.76	13,545.43	13,842.19
Connecting Links:			
Town of Orangeville		57.89	57.89
Village of Shelburne		1,412.35	1,412.35
Development Road:			
Violet Hill-Perma Road	14,539.61		14,539.61
	\$ 833,574.96	\$ 187,880.32	\$ 1,021,455.28

COUNTY		CONSTRUCTION	MAINTNANCE	TOTAL
Elgin:				
Highway No. 3		\$ 94,362.44	\$ 73,839.86	\$ 168,202.30
" " 4		318,290.52	18,019.64	336,310.16
" " 19		11.17	19,247.11	19,258.28
" " 73		2,294.89	25,090.62	27,385.51
" " 74		274.23	20,192.12	20,466.35
" " 75		12.79	2,927.95	2,940.74
" " 76		17.06	3,815.81	3,832.87
" " 77		21.33	4,833.03	4,854.36
" " 401		5,517.88		5,517.88
		\$ 420,802.31	\$ 167,966.14	\$ 588,768.45
Essex:				
Highway No. 2		\$ 3,495.64	\$ 35,412.51	\$ 38,908.15
" " 2B			596.09	596.09
" " 3		4,277.38	43,978.12	48,255.50
" " 3B			4,132.93	4,132.93
" " 18			40,079.48	40,079.48
" " 18A		1,933.24	47,805.65	49,738.89
" " 39		2,552.00	19,743.59	22,295.59
" " 98		10,871.12	286,100.04	296,971.16
" " 107			2,406.23	2,406.23
" " 114			1,011.81	1,011.81
" " 401		1,037,480.89	2,865.36	1,040,346.25
Pelee Island			11,381.76	11,381.76
Connecting Links:				
Town of Essex			914.24	914.24
Town of Harrow			96.24	96.24
Town of Kingsville			414.71	414.71
Town of LaSalle			185.75	185.75
Town of Leamington			179.00	179.00
Town of Tecumseh		3,000.00	258.54	3,258.54
		\$1,063,610.27	\$ 497,562.05	\$ 1,561,172.32
Frontenac:				
Highway No. 2		\$ 550.08	\$ 34,367.36	\$ 34,917.44
" " 7		184,886.32	42,298.33	227,184.65
" " 15		4,157.35	325,945.79	330,103.14
" " 33		31.39	10,624.70	10,656.09
" " 38			73,794.51	73,794.51
" " 41			10,687.17	10,687.17
" " 95		6,080.87	22,828.58	28,909.45
" " 96		2,616.50	63,785.71	66,402.21
" " 401		864,702.94		864,702.94
Miscellaneous Surveys		1,381.68		1,381.68
Development Roads:				
Clarendon Southerly to Hwy. 7			9,130.08	9,130.08
Plevna Westerly to Hwy. 41			32,959.99	32,959.99
Parham-Mountain Grove		17,696.80		17,696.80
Tamworth-Arden-Harlowe		34,781.34		34,781.34
Ardoch-Clarendon		9,896.83		9,896.83
County Road No. 11		11,990.84		11,990.84
Perth Road		39,997.75		39,997.75
Petworth Road		5,030.73		5,030.73
Snow Road		4,996.97		4,996.97
		\$1,188,798.39	\$ 626,422.22	\$ 1,815,220.61
Grey:				
Highway No. 4		\$ 60,215.51	\$ 67,770.35	\$ 127,985.86
" " 6		49,343.64	119,480.15	168,823.79
" " 10		7,040.33	78,834.67	85,875.00
" " 21		157,517.64	19,590.97	177,108.61
" " 24		677.66	6,463.12	7,140.78
" " 26		587,051.76	85,412.67	672,464.43
Miscellaneous Surveys		78.11		78.11

COUNTY	CONSTRUCTION	MAINTENANCE	TOTAL
Grey: (continued)			
Connecting Links:			
Village of Chatsworth.....		264.82	264.82
Town of Durham.....		1,430.00	1,430.00
Village of Flesherton.....		556.11	556.11
Town of Hanover.....		472.56	472.56
Village of Markdale.....		794.44	794.44
Town of Meaford.....		103.97	103.97
Town of Thornbury.....		441.36	441.36
Development Roads:			
Beaver Valley Road.....	2,571.63		2,571.63
Balmy Beach Road.....	15,934.76		15,934.76
Pyette Point-Big Bay.....	30,082.71		30,082.71
Shallow Lake Road.....	111,985.87		111,985.87
	\$ 1,022,499.62	\$ 381,615.19	\$ 1,404,114.81
Haldimand:			
Highway No. 3.....	\$ 8,331.98	\$ 87,145.60	\$ 95,477.58
" " 6.....	1,119.68	48,653.15	49,772.83
" " 54.....	3,783.36	29,972.94	33,756.30
" " 56.....	671.85	11,615.64	12,287.49
Connecting Links:			
Village of Caledonia.....		170.76	170.76
Village of Cayuga.....		211.49	211.49
Town of Dunnville.....		505.20	505.20
Village of Hagersville.....		453.30	453.30
Village of Jarvis.....		452.66	452.66
	\$ 13,906.87	\$ 179,180.74	\$ 193,087.61
Halton:			
Highway No. 2.....	\$ 21,907.40	\$ 332,192.20	\$ 354,099.60
" " 5.....	10,829.51	40,414.28	51,243.79
" " 7.....	109.46	45,702.55	45,812.01
" " 20.....		1,847.28	1,847.28
" " 25.....	1,738.06	47,307.97	49,046.03
" " 122.....	2,012.68	12,135.00	14,147.68
" " 401.....	7,019.84		7,019.84
Queen Elizabeth Way.....	75,296.08	150,647.27	225,943.35
Connecting Links:			
Town of Acton.....		659.55	659.55
Town of Burlington.....		707.80	707.80
Town of Georgetown.....		346.22	346.22
Town of Milton.....		406.31	406.31
	\$ 118,913.03	\$ 632,366.43	\$ 751,279.46
Hastings:			
Highway No. 2.....	\$ 739.63	\$ 254,086.88	\$ 254,826.51
" " 7.....	291,987.67	40,830.92	332,818.59
" " 14.....	624.71	48,099.61	48,724.32
" " 28.....	260,609.76	37,065.78	297,675.54
" " 33.....	4,093.74	16,518.39	20,612.13
" " 37.....	149,807.26	51,698.39	201,505.65
" " 62.....	87,921.54	118,612.90	206,534.44
" " 401.....	491,455.76		491,455.76
Miscellaneous Surveys.....	399.09		399.09
Sidewalks:			
Township of Thurlow.....	1,027.39		1,027.39
Marmora.....	540.54		540.54
Connecting Links:			
Village of Bancroft.....		4,103.17	4,103.17
Town of Deseronto.....		2,319.45	2,319.45
Village of Madoc.....		1,712.58	1,712.58
Village of Marmora.....		645.03	645.03
Development Roads:			
Kirkfield-Kinmount-Bancroft.....		22,558.08	22,558.08
Combermere-New Carlow.....		6,670.67	6,670.67
Maynooth-Whitney.....		21,172.06	21,172.06

COUNTY	CONSTRUCTION	MAINTENANCE	TOTAL
Hastings: (continued)			
Bancroft-Hermon.....		27,567.21	27,567.21
Frankford-Foxboro.....	36,370.09		36,370.09
Detlor-Egan Creek.....	2,491.46		2,491.46
Fort Stewart-Boulter.....	5,985.90		5,985.90
Bessemer-Hermon.....	8,006.03		8,006.03
Lower Paraday Road.....	2,987.92		2,987.92
	\$1,345,048.49	\$ 653,661.12	\$ 1,998,709.61
Huron:			
Highway No. 4.....	\$ 8,752.29	\$ 119,359.31	\$ 128,111.60
“ “ 8.....	119,502.85	54,741.66	174,244.51
“ “ 9.....	170.02	31,873.66	32,043.68
“ “ 21.....	81,305.08	118,633.95	199,939.03
“ “ 23.....	92,137.05	7,071.67	99,208.72
“ “ 81.....	71.70	5,822.54	5,894.24
“ “ 83.....	306,920.04	69,317.40	376,237.44
“ “ 84.....	2,845.16	33,282.96	36,128.12
“ “ 86.....	12,958.73	113,720.74	126,679.47
“ “ 87.....	247,706.08	29,849.51	277,555.59
Sidewalk:			
Hamlet of Zurich.....	265.92		265.92
Connecting Links:			
Town of Clinton.....		63.18	63.18
Town of Goderich.....		169.15	169.15
Town of Wingham.....		50.00	50.00
	\$ 872,634.92	\$ 583,955.73	\$ 1,456,590.65
Kent:			
Highway No. 2.....	\$ 825.76	\$ 42,464.72	\$ 43,290.48
“ “ 3.....	159,172.71	47,194.97	206,367.68
“ “ 21.....	5,099.52	310,664.96	315,764.48
“ “ 40.....	391.75	22,680.05	23,071.80
“ “ 78.....	208,390.46	9,406.71	217,797.17
“ “ 79.....	5,604.14	3,763.60	9,367.74
“ “ 98.....	471.26	57,562.34	58,033.60
“ “ 401.....	138.06		138.06
Miscellaneous Surveys.....	274.78		274.78
Connecting Links:			
Town of Blenheim.....		285.16	285.16
Town of Bothwell.....		131.65	131.65
Town of Dresden.....		61.90	61.90
Town of Ridgetown.....		127.46	127.46
Village of Thamesville.....		7,087.05	7,087.05
Town of Tilbury.....		306.51	306.51
Town of Wallaceburg.....	5,865.29	183.33	6,048.62
Village of Wheatley.....		58.32	58.32
	\$ 386,233.73	\$ 501,978.73	\$ 888,212.46
Lambton:			
Highway No. 7.....	\$ 4,596.54	\$ 38,300.51	\$ 42,897.05
“ “ 21.....	9,701.36	64,806.49	74,507.85
“ “ 22.....	3,583.34	44,300.94	47,884.28
“ “ 40.....	3,759.59	57,036.32	60,795.91
“ “ 79.....	14,372.00	139,914.22	154,286.22
“ “ 80.....	676.25	7,921.02	8,597.27
“ “ 82.....	498.00	6,492.25	6,990.25
“ “ 402.....	1,227.75	7,272.42	8,500.17
Miscellaneous Surveys.....	30.00		30.00
Sidewalk:			
Township of Moore.....	450.00		450.00
Connecting Link:			
Village of Thedford.....		120.15	120.15
Development Road:			
Brigden Sideroad.....	19,499.24		19,499.24
	\$ 58,394.07	\$ 366,164.32	\$ 424,558.39

COUNTY	CONSTRUCTION	MAINTENANCE	TOTAL
Lanark:			
Highway No. 7.....	\$ 669,338.78	\$ 35,152.67	\$ 704,491.45
" " 15.....	676.72	62,747.23	63,423.95
" " 29.....	3,499.97	64,261.58	67,761.55
" " 44.....	.....	4,461.08	4,461.08
" " 110.....	.....	2,203.06	2,203.06
Sidewalk:			
Pakenham.....	2,744.00	.....	2,744.00
Development Roads:			
Calabogie-White-Lanark.....	24,999.94	29,191.98	54,191.92
Lanark Hopetown.....	3,568.52	.....	3,568.52
Bellamy Road.....	15,051.06	.....	15,051.06
Wayside-Tennyson Road.....	8,213.95	.....	8,213.95
Rosetta Road.....	19,475.75	.....	19,475.75
French Line Road in Darling Township.....	499.71	.....	499.71
Maberley-Bolingbroke.....	45,143.98	.....	45,143.98
Elphin-Snow Road.....	4,129.65	.....	4,129.65
Scotch Line-Otter Lake.....	33,249.91	.....	33,249.91
	\$ 830,591.94	\$ 198,017.60	\$ 1,028,609.54
Leeds and Grenville:			
Highway No. 2.....	\$ 19,098.53	\$ 106,223.09	\$ 125,321.62
" " 15.....	248,134.31	81,561.35	329,695.66
" " 16.....	422.42	48,013.09	48,435.51
" " 29.....	15,319.38	49,197.92	64,517.30
" " 32.....	117.31	202,381.32	202,498.63
" " 42.....	40,183.35	46,667.92	86,851.27
" " 401.....	28,799.81	51,174.46	79,974.27
Miscellaneous Surveys.....	3,466.87	.....	3,466.87
Development Roads:			
Easton's Corners-Kilmarnock Locks.....	4,995.60	.....	4,995.60
Rideau River Road.....	19,928.30	.....	19,928.30
Maynard-S. Augusta.....	12,427.33	.....	12,427.33
Lyn-Row's Corners.....	19,050.00	.....	19,050.00
Township of Kitley.....	6,512.05	.....	6,512.05
	\$ 418,455.26	\$ 585,219.15	\$ 1,003,674.41
Lennox and Addington:			
Highway No. 2.....	\$ 5,160.81	\$ 140,407.42	\$ 145,568.23
" " 7.....	1,702.27	18,377.56	20,079.83
" " 33.....	80,926.76	64,003.63	144,930.39
" " 41.....	434,079.11	111,207.00	545,286.11
" " 401.....	2,361.34	.....	2,361.34
Miscellaneous Surveys.....	683.16	.....	683.16
Sidewalks:			
Hamlet of Selby.....	89.65	.....	89.65
Hamlet of Odessa.....	825.00	.....	825.00
Development Roads:			
Denbigh-Plevna.....	9,996.09	.....	9,996.09
Bellrock-Enterprise.....	9,934.61	.....	9,934.61
Hay Bay Road.....	6,990.37	.....	6,990.37
Milsup-Varty Lake Road.....	8,085.48	.....	8,085.48
	\$ 560,834.65	\$ 333,995.61	\$ 894,830.26
Lincoln:			
Highway No. 8.....	\$ 1.00	\$ 68,231.41	\$ 68,232.41
" " 8A.....	.....	5,798.03	5,798.03
" " 20.....	394.62	64,497.68	64,892.30
" " 57.....	31.06	116,773.24	116,804.30
" " 58.....	152.16	6,479.07	6,631.23
Queen Elizabeth Way.....	62,689.96	477,454.12	540,144.08
Miscellaneous Surveys.....	7.88	.....	7.88
Connecting Links:			
Village of Beamsville.....	.....	230.72	230.72
Town of Grimsby.....	.....	572.64	572.64
	\$ 63,276.68	\$ 740,036.91	\$ 803,313.59

COUNTY	CONSTRUCTION	MAINTENANCE	TOTAL
Middlesex:			
Highway No. 2.....	\$ 400,149.35	\$ 109,102.84	\$ 509,252.19
“ “ 4.....	7,745.12	60,518.03	68,263.15
“ “ 7.....	8,440.05	46,352.93	54,792.98
“ “ 22.....	26,681.56	32,239.96	58,921.52
“ “ 23.....	156,208.65	11,095.56	167,304.21
“ “ 73.....	307.82	15,706.42	16,014.24
“ “ 74.....	2,153.25	7,778.72	9,931.97
“ “ 80.....	8,209.48	42,057.00	50,266.48
“ “ 81.....	63,303.07	80,484.89	143,787.96
“ “ 401.....	1,405,854.95	.....	1,405,854.95
Sidewalk:			
Village of Melbourne.....	831.77	.....	831.77
	\$2,079,885.07	\$ 405,336.35	\$ 2,485,221.42
Norfolk:			
Highway No. 3.....	\$ 38,458.24	\$ 53,067.05	\$ 91,525.29
“ “ 6.....	.....	20,498.43	20,498.43
“ “ 19.....	2.50	3,749.08	3,751.58
“ “ 24.....	1,059.65	32,528.59	33,588.24
“ “ 59.....	12.50	3,754.18	3,766.68
Miscellaneous Surveys.....	6.92	.....	6.92
Connecting Link:			
Town of Simcoe.....	.....	489.44	489.44
Development Road:			
Approach Road to Long Point Park.....	52,573.25	.....	52,573.25
	\$ 92,113.06	\$ 114,086.77	\$ 206,199.83
Northumberland and Durham:			
Highway No. 2.....	\$ 14,605.15	\$ 172,017.83	\$ 186,622.98
“ “ 7A.....	15,780.56	65,450.13	81,230.69
“ “ 28.....	3,137.42	42,576.98	45,714.40
“ “ 30.....	33,841.22	26,839.22	60,680.44
“ “ 33.....	1,552.82	9,603.38	11,156.20
“ “ 35.....	83,846.88	44,308.20	128,155.08
“ “ 45.....	160,495.16	42,002.52	202,497.68
“ “ 106.....	516.78	6,917.61	7,434.39
“ “ 115.....	805,613.27	.....	805,613.27
“ “ 401.....	489,164.96	51,137.49	540,302.45
Miscellaneous Surveys.....	123.24	.....	123.24
Connecting Links:			
Village of Brighton.....	.....	376.15	376.15
Town of Campbellford.....	.....	412.03	412.03
Village of Colborne.....	.....	195.98	195.98
Village of Hastings.....	.....	173.85	173.85
Village of Newcastle.....	.....	249.72	249.72
Town of Port Hope.....	.....	4,232.18	4,232.18
Development Roads:			
Road to Presqu'ile Park.....	11,540.30	.....	11,540.30
Dale-Baltimore.....	14,918.08	3,123.25	18,041.33
	\$1,635,135.84	\$ 469,616.52	\$ 2,104,752.36
Ontario:			
Highway No. 2.....	\$ 1,796.66	\$ 33,174.09	\$ 34,970.75
“ “ 7.....	11,161.06	36,332.92	47,493.98
“ “ 7A.....	.....	5,404.78	5,404.78
“ “ 12.....	41,525.24	207,107.05	248,632.29
“ “ 47.....	7,508.10	66,886.15	74,394.25
“ “ 48.....	cr. 402.69	23,226.93	22,824.24
“ “ 69.....	644,109.50	28,355.19	672,464.69
“ “ 401.....	388,802.08	92,836.01	481,638.09
Miscellaneous Surveys.....	167.74	.....	167.74

COUNTY	CONSTRUCTION	MAINTENANCE	TOTAL
Ontario: (continued)			
Connecting Links:			
Village of Port Perry		344.55	344.55
Town of Whitby		510.51	510.51
Development Road:			
County Road No. 16	28,227.48		28,227.48
	\$1,122,895.17	\$ 494,178.18	\$ 1,617,073.35
Oxford:			
Highway No. 2	\$ 13,186.98	\$ 56,530.36	\$ 69,717.34
" " 3	12.34	2,849.89	2,862.23
" " 19	16,401.31	50,890.76	67,292.07
" " 53	575.87	11,029.78	11,605.65
" " 59	594.90	38,490.27	39,085.17
" " 97	15,588.53	75,315.61	90,904.14
" " 100	497.11	48,818.55	49,315.66
" " 401	1,505,107.95		1,505,107.95
Miscellaneous Surveys	21.00		21.00
Sidewalk:			
Township of East Nissouri	297.54		297.54
Connecting Link:			
Village of Tavistock		12.00	12.00
	\$1,552,283.53	\$ 283,937.22	\$ 1,836,220.75
Peel:			
Highway No. 2	\$ 265.43	\$ 19,278.86	\$ 19,544.29
" " 5	819.33	21,777.78	22,597.11
" " 7	cr. 910.52	30,120.84	29,210.32
" " 9	252,588.23	15,413.79	268,002.02
" " 10	175,641.97	308,067.28	483,709.25
" " 24	1,994.53	42,227.31	44,221.84
" " 50	29,872.76	28,454.50	58,327.26
" " 51		9,087.13	9,087.13
" " 122	13,089.11	6,333.17	19,422.28
" " 401	3,001.84		3,001.84
Queen Elizabeth Way	667,502.08	49,460.51	716,962.59
Sidewalk:			
Township of Toronto	5,418.36		5,418.36
Connecting Links:			
Town of Brampton		5,561.61	5,561.61
Village of Long Branch		156.19	156.19
Village of Port Credit		441.29	441.29
	\$1,149,283.12	\$ 536,380.26	\$ 1,685,663.38
Perth:			
Highway No. 7	\$ 6,249.62	\$ 165,148.70	\$ 171,398.32
" " 8	26,413.05	39,393.22	65,806.27
" " 19	113,107.36	77,741.35	190,848.71
" " 23	153,923.10	100,202.09	254,125.19
" " 83		14,100.68	14,100.68
" " 86	58,638.09	43,352.73	101,990.82
" " 100		9,081.22	9,081.22
Sidewalk:			
Sebringville	924.11		924.11
	\$ 359,255.33	\$ 449,019.99	\$ 808,275.32
Peterborough:			
Highway No. 7	\$ 4,876.97	\$ 52,888.89	\$ 57,765.86
" " 7A		1,810.13	1,810.13
" " 28	434,009.13	114,755.50	548,764.63
" " 30	10,579.25	2,245.65	12,824.90
" " 36	5,580.86	43,518.30	49,099.16
" " 45		9,050.43	9,050.43
" " 115	989.56		989.56
Connecting Link:			
Village of Lakefield		6,448.97	6,448.97

COUNTY	CONSTRUCTION	MAINTENANCE	TOTAL
Peterborough: (continued)			
Development Roads:			
Bobcaygeon-Kinmount-Bancroft.....	44,450.32	26,006.63	70,456.95
Gooderham-Rockcroft-Hwy. 36.....	.....	24,511.43	24,511.43
Apsley-Chandos Lake Loop.....	4,776.98	46,383.74	51,160.72
Lakefield-Hall's Bridge.....	6,338.50	.....	6,338.50
Chandos-Glenalda.....	27,589.17	.....	27,589.17
Church Line Road.....	12,035.75	.....	12,035.75
Chemong Lake Approach.....	5,192.24	.....	5,192.24
	\$ 556,418.73	\$ 327,619.67	\$ 884,038.40
Prescott and Russell:			
Highway No. 17.....	\$1,540,756.66	\$ 123,064.49	\$ 1,663,821.15
“ “ 34.....	.....	14,604.72	14,604.72
Sidewalk:			
Wendover.....	354.78	.....	354.78
Connecting Link:			
Town of Rockland.....	.....	237.95	237.95
	\$1,541,111.44	\$ 137,907.16	\$ 1,679,018.60
Prince Edward:			
Highway No. 14.....	\$ 103,867.28	\$ 19,536.55	\$ 123,403.83
“ “ 33.....	105,758.91	82,392.16	188,151.07
“ “ 41.....	1,072.77	8,320.09	9,392.86
Connecting Link:			
Town of Picton.....	.....	303.52	303.52
Development Roads:			
Stinson Block Road.....	6,874.68	.....	6,874.68
Cherry Valley-Milford.....	47,100.84	.....	47,100.84
	\$ 264,674.48	\$ 110,552.32	\$ 375,226.80
Renfrew:			
Highway No. 17.....	\$ 398,189.04	\$ 233,717.28	\$ 631,906.32
“ “ 29.....	.....	1,129.16	1,129.16
“ “ 41.....	3,852.93	53,479.34	57,332.27
“ “ 60.....	6,253.21	61,170.65	67,423.86
“ “ 62.....	16,807.40	72,376.04	89,183.44
Miscellaneous Surveys.....	808.67	.....	808.67
Connecting Link:			
Town of Renfrew.....	.....	653.36	653.36
Development Roads:			
Burnstown-Calabogie-Black Donald.....	.....	72,974.05	72,974.05
Calabogie-White-Lanark.....	.....	29,606.53	29,606.53
Dacre-Hyndford.....	.....	19,341.39	19,341.39
Eganville-Lake Clear-Cormac.....	.....	11,012.46	11,012.46
Brudenell-Killaloe-Round Lake.....	.....	83,043.80	83,043.80
Combermere-Quadeville.....	.....	33,590.81	33,590.81
Combermere-New Carlow.....	.....	5,183.22	5,183.22
Golden Lake-Lake Dore.....	.....	19,378.50	19,378.50
Dacre Turn-Shamrock.....	.....	9,677.39	9,677.39
Eganville-Pembroke.....	173.48	.....	173.48
Eganville-Northcote-Douglas.....	25,278.08	13,847.01	39,125.09
Dacre-Shamrock-Renfrew.....	155,073.35	.....	155,073.35
Opeongo Road-Grattan Township.....	7,081.25	.....	7,081.25
Hardwood-Snake River.....	3,994.00	.....	3,994.00
Quadeville-Foymount.....	6,715.76	.....	6,715.76
Dacre-Mt. St. Patrick.....	11,008.53	.....	11,008.53
Jewellville-Rosenthal.....	3,158.68	.....	3,158.68
Stafford Swamps Road.....	17,998.82	.....	17,998.82
Osceola-Bulger's Corners.....	6,000.66	.....	6,000.66
	\$ 662,393.86	\$ 720,180.99	\$ 1,382,574.85
Simcoe:			
Highway No. 9.....	\$ 113.62	\$ 12,192.86	\$ 12,306.48
“ “ 11.....	1,145,291.06	386,987.87	1,532,278.93
“ “ 12.....	846.79	99,015.85	99,862.64

COUNTY	CONSTRUCTION	MAINTENANCE	TOTAL
Simcoe: (continued)			
Highway No. 24	1,956.76	112,254.39	114,211.15
" " 26	884.08	338,007.35	338,891.43
" " 27	2,950.31	264,851.19	267,801.50
" " 88	5,313.68	13,109.06	18,422.74
" " 80	527.03	33,439.41	33,966.44
" " 90	3,180.79	21,539.68	24,720.47
" " 91	3,406.76	21,115.54	24,522.30
" " 92	110,640.55	20,017.24	130,657.79
" " 93	21,698.05	67,592.05	89,290.10
" " 103	850.00	26,465.06	27,315.06
" " 400	523,783.63	133,287.58	657,071.21
Miscellaneous Surveys	104.60		104.60
Sidewalk:			
Nottawa	349.05		349.05
Connecting Links:			
Town of Alliston		65.73	65.73
Town of Barrie		2,856.78	2,856.78
Village of Coldwater		2,784.31	2,784.31
Town of Orillia		3,878.03	3,878.03
Village of Port McNicoll		2,718.00	2,718.00
Village of Victoria Harbour		2,537.96	2,537.96
Development Roads:			
Severn Falls-Big Chute Road		9,833.59	9,833.59
Hillsdale Road	8,001.79		8,001.79
Champlain Road-Tiny Township	9,219.55		9,219.55
Oro-Medonte Town Line	10,000.00		10,000.00
Fergusvale-New Flos	7,491.27		7,491.27
Lafontaine-Cedar Point	9,382.70		9,382.70
	\$1,865,992.07	\$1,574,549.53	\$ 3,440,541.60
Stormont, Dundas and Glengarry:			
Highway No. 2	\$ 3,185.56	\$ 338,640.35	\$ 341,825.91
" " 31	19,812.99	161,998.50	181,811.49
" " 34	10,070.44	38,108.35	48,178.79
" " 43	730,468.92	65,103.63	795,572.55
" " 401	2,162.07		2,162.07
Miscellaneous Surveys	3,707.45		3,707.45
Sidewalk:			
Township of Cornwall	8,723.99		8,723.99
Connecting Links:			
Town of Alexandria		919.99	919.99
Village of Iroquois		592.63	592.63
Development Roads:			
Winchester-Rose Haven	15,000.00		15,000.00
Alexandria-Glen Robertson	15,000.00		15,000.00
	\$ 808,131.42	\$ 605,363.45	\$ 1,413,494.87
Victoria:			
Highway No. 7	\$ 42,742.28	\$ 157,776.29	\$ 200,518.57
" " 35	7,672.14	49,577.82	57,249.96
" " 36	33,499.35	24,062.81	57,562.16
" " 46	39,604.34	88,775.27	128,379.61
Sidewalk:			
Oakwood	1,973.02		1,973.02
Connecting Links:			
Town of Lindsay		6,537.21	6,537.21
Village of Omeme		211.78	211.78
Development Roads:			
Kirkfield-Kinmount-Bancroft	35,631.99	45,005.65	80,637.64
Uphill Southerly to Highway 46	3,239.27	5,812.13	9,051.40
Union Creek-Fell Station		7,933.58	7,933.58
Bobcaygeon-Kinmount-Minden	46,075.80	26,399.33	72,475.13
Rama-Dalton	5,000.00		5,000.00
Head Lake Road	14,974.15		14,974.15
	\$ 230,412.34	\$ 412,091.87	\$ 642,504.21

COUNTY	CONSTRUCTION	MAINTENANCE	TOTAL
Waterloo:			
Highway No. 7.....	\$ 5,227.20	\$ 129,552.27	\$ 134,779.47
“ “ 8.....	20,039.90	20,409.83	40,449.73
“ “ 24.....	749.01	14,405.49	15,154.50
“ “ 24A.....	998.36	20,290.93	21,289.29
“ “ 85.....	11,175.62	14,235.00	25,410.62
“ “ 86.....	5,084.46	65,718.60	70,803.06
“ “ 97.....	.....	36,509.80	36,509.80
“ “ 401.....	6,205.33	.....	6,205.33
Miscellaneous Surveys.....	80.68	.....	80.68
Connecting Links:			
Village of New Hamburg.....	.....	118.15	118.15
Town of Preston.....	.....	1,329.55	1,329.55
	\$ 49,560.56	\$ 302,569.62	\$ 352,130.18
Welland:			
Highway No. 3.....	\$ 1,585.75	\$ 113,040.32	\$ 114,626.07
“ “ 3A.....	5,145.25	30,780.24	35,925.49
“ “ 3C.....	.....	12,958.01	12,958.01
“ “ 8.....	22.88	6,078.23	6,101.11
“ “ 20.....	91.18	60,765.62	60,856.80
“ “ 57.....	628.10	243,354.07	243,982.17
“ “ 58.....	2,179.75	22,522.48	24,702.23
Queen Elizabeth Way.....	1,284.33	126,927.48	128,211.81
Miscellaneous Surveys.....	13.52	.....	13.52
Connecting Link:			
Town of Port Colborne.....	.....	222.77	222.77
	\$ 10,950.76	\$ 616,649.22	\$ 627,599.98
Wellington:			
Highway No. 6.....	\$ 76,898.12	\$ 128,017.22	\$ 204,915.34
“ “ 7.....	26,701.79	30,602.58	57,304.37
“ “ 9.....	15,624.34	329,691.30	345,315.64
“ “ 23.....	.....	6,254.62	6,254.62
“ “ 24.....	476,136.20	57,576.06	533,712.26
“ “ 86.....	43,353.79	51,199.11	94,552.90
“ “ 87.....	108,054.18	13,398.61	121,452.79
“ “ 401.....	5,068.78	.....	5,068.78
Connecting Links:			
Village of Arthur.....	.....	952.98	952.98
Village of Fergus.....	.....	95.42	95.42
Town of Mount Forest.....	.....	1,100.26	1,100.26
	\$ 751,837.20	\$ 618,888.16	\$ 1,370,725.36
Wentworth:			
Highway No. 2.....	\$ 263,780.94	\$ 124,010.93	\$ 387,791.87
“ “ 5.....	13,363.80	62,697.25	76,061.05
“ “ 6.....	17,346.09	82,234.99	99,581.08
“ “ 8.....	19,107.83	89,158.16	108,265.99
“ “ 20.....	264,533.78	37,219.04	301,752.82
“ “ 52.....	.....	43,315.09	43,315.09
“ “ 53.....	9,188.92	45,674.29	54,863.21
“ “ 55.....	106.12	5,495.19	5,601.31
“ “ 56.....	11.16	17,671.05	17,682.21
“ “ 97.....	5.72	49,007.40	49,013.12
“ “ 99.....	1,508.40	69,557.79	71,066.19
“ “ 102.....	.....	8,164.94	8,164.94
Queen Elizabeth Way.....	68,799.72	58,466.44	127,266.16
Miscellaneous Surveys.....	4,292.51	.....	4,292.51
Connecting Link:			
Town of Dundas.....	.....	8,983.06	8,983.06
	\$ 662,044.99	\$ 701,655.62	\$ 1,363,700.61

COUNTY		CONSTRUCTION	MAINTENANCE	TOTAL
York:				
Highway No. 2		\$ 1,832.87	\$ 6,811.84	\$ 8,644.71
" " 5		152.62	23,841.60	23,994.22
" " 7		18,192.57	120,111.32	138,303.89
" " 9			3,523.98	3,523.98
" " 11		61,528.50	150,037.28	211,565.78
" " 11A		554.94	24,091.21	24,646.15
" " 27		214,136.96	80,802.00	294,938.96
" " 47		5,075.46	9,134.14	14,209.60
" " 48		16.20	13,690.01	13,706.21
" " 49		2,189.44	5,634.01	7,823.45
" " 50	cr.	354.20	3,928.77	3,574.57
" " 108		3.70	10,163.50	10,167.20
" " 109		189.56	12,330.48	12,520.04
" " 400		537,652.03	109,841.45	647,493.48
" " 401		5,829,656.88	76,451.69	5,906,108.57
Queen Elizabeth Way		179,004.80	27,358.73	206,363.53
Miscellaneous Surveys		338.70		338.70
Sidewalks:				
Township of Scarborough		664.87		664.87
Township of King		847.47		847.47
Township of North York		11,083.17		11,083.17
Township of Markham		3,075.39		3,075.39
Connecting Links:				
Town of Mimico			418.49	418.49
Town of New Toronto			107.70	107.70
		\$6,865,841.93	\$ 678,278.20	\$ 7,544,120.13
DISTRICT		CONSTRUCTION	MAINTENANCE	TOTAL
Algoma-Manitowlin:				
Highway No. 17		\$ 726,328.72	\$ 258,918.66	\$ 985,247.38
" " 68			60,193.25	60,193.25
Ferries		158,434.14	66,674.98	225,109.12
Miscellaneous Surveys		1,883.96		1,883.96
Unincorporated Township Roads:				
Campbell		231.14	6,395.20	6,626.34
Dawson			670.13	670.13
Mills			2,807.48	2,807.48
Robinson			5,286.79	5,286.79
Sheshegwaning Indian Reserve			1,028.44	1,028.44
Aberdeen		10,703.28	2,567.28	13,270.56
Aweres		184.52	514.98	699.50
Bright			271.00	271.00
Cobden			88.75	88.75
Fenwick			758.37	758.37
Galbraith			4,410.96	4,410.96
Garden River Indian Reserve			1,526.40	1,526.40
Gladstone			1,812.27	1,812.27
Goulais Indian Reserve			340.50	340.50
Hodgins			2,756.56	2,756.56
Kehoe			38.00	38.00
Kirkwood			1,195.51	1,195.51
Lewis			208.99	208.99
Long			600.00	600.00
Mississagi Indian Reserve			83.50	83.50
McMahon			462.00	462.00
Patton			662.52	662.52
Pennefather			2,358.07	2,358.07
Plummer			2,665.48	2,665.48
Ranger Lake Area		2,539.00	3,140.76	5,679.76
Rose			1,106.58	1,106.58
Salter Broken Front			2,019.27	2,019.27
Serpent River Indian Reserve			1,210.10	1,210.10
Shedden			2,351.25	2,351.25
Shields			681.06	681.06
Spanish River Indian Reserve			8,467.36	8,467.36
Striker			257.75	257.75
Thessalon Indian Reserve			325.59	325.59

DISTRICT	CONSTRUCTION	MAINTENANCE	TOTAL
Algoma-Manitoulin: (Continued)			
Township 1A.....	322.77	.....	322.77
Township 28 Range 24.....	8,550.19	.....	8,550.19
Township 188.....	.....	175.94	175.94
Van Koughnet.....	353.40	792.27	1,145.67
Victoria.....	.....	5,487.55	5,487.55
Wells.....	.....	594.58	594.58
Development Roads:			
Little Current-Manitowaning-South Baymouth.....	84,421.36	150,886.59	235,307.95
Jct. Little Current-South Baymouth Road-Tehkummah-West Bay and Mindemoya to Jct. with Providence Bay-Gore Bay Road.....	18.00	77,478.01	77,496.01
Providence Bay-Gore Bay.....	.....	47,706.03	47,706.03
Little Current-Gore Bay- Barrie Island and Meldrum Bay.....	63.14	163,304.06	163,367.20
Blind River-Lake Matinenda-Lake Duborne.....	.....	21,318.05	21,318.05
Thessalon-Chapleau.....	9,859.83	207,426.89	217,286.72
Iron Bridge-White River Road.....	.....	61,174.71	61,174.71
White River Road to Chapleau.....	144.96	13,568.36	13,713.32
Bruce Mines-Dunn Valley Road.....	.....	48,942.42	48,942.42
St. Joseph's Island Road.....	15,500.00	84,092.30	99,592.30
Soo-Gros Cap-Pointe Aux Pins.....	.....	13,929.43	13,929.43
Wabos-Searchmont to Hwy. 17.....	.....	29,413.03	29,413.03
Goulais Bay-White Birches Road.....	.....	5,338.61	5,338.61
Batchawana Village Road.....	.....	2,564.07	2,564.07
Sylvan Valley Road.....	11,134.53	.....	11,134.53
Cloudslee Road.....	7,416.23	.....	7,416.23
Gordon Lake Road.....	9,152.39	.....	9,152.39
Assiginack-Sheguiandeh-Bidwell.....	23,615.35	.....	23,615.35
Township of Michipicoten.....	21,776.87	.....	21,776.87
	\$1,092,633.78	\$1,379,048.69	\$ 2,471,682.47
Cochrane:			
Highway No. 11.....	\$ 891,871.73	\$ 689,329.11	\$ 1,581,200.84
“ “ 67.....	14.35	57,705.35	57,719.70
“ “ 101.....	5.50	108,725.70	108,731.20
Ferries.....	.....	18,000.00	18,000.00
Miscellaneous Surveys.....	224.69	.....	224.69
Sidewalk:			
Township of Fauquier.....	281.26	.....	281.26
Unincorporated Township Roads:			
Evelyn.....	.....	4,280.63	4,280.63
German.....	.....	3,069.15	3,069.15
Godfrey.....	.....	1,255.83	1,255.83
Jamieson.....	.....	1,206.34	1,206.34
Matheson.....	.....	3,069.16	3,069.16
Robb.....	.....	1,255.83	1,255.83
Shaw.....	.....	3,753.86	3,753.86
Barker.....	10.80	153.30	164.10
Brower.....	2,125.80	4,069.30	6,195.10
Calder.....	340.00	6,300.64	6,640.64
Casgrain.....	276.00	7,203.37	7,479.37
Clute.....	5,680.67	5,549.50	11,230.17
Devitt.....	231.60	4,222.02	4,453.62
Eilber.....	7,113.20	2,430.63	9,543.83
Fournier.....	360.00	4,773.91	5,133.91
Fox.....	307.20	2,457.44	2,764.64
Hanlan.....	2,827.88	2,573.47	5,401.35
Idington.....	100.80	5,456.79	5,557.59
Kendall.....	7,090.65	8,743.50	15,834.15
Kennedy.....	419.98	1,898.94	2,318.92
Lamarche.....	420.00	4,834.19	5,254.19
Lowther.....	630.21	8,338.77	8,968.98
McCrea.....	109.20	2,434.17	2,543.37
Nansen.....	168.50	6,217.55	6,386.05

DISTRICT	CONSTRUCTION	MAINTENANCE	TOTAL
Cochrane: (continued)			
Newmarket.....	204.00	4,993.76	5,197.76
O'Brien.....	2,828.70	8,152.92	10,981.62
Owens.....	2,767.51	4,406.16	7,173.67
Pyne.....	180.00	6,076.69	6,256.69
Way.....	5,243.86	4,998.42	10,242.28
Williamson.....	126.00	1,494.91	1,620.91
Development Roads:			
Ramore-Holtyre Mine.....		13,742.97	13,742.97
Matheson-Devon Mine.....		7,077.24	7,077.24
Shillington-Iroquois Falls.....	1,150.46	26,631.76	27,782.22
Barber's Bay Southerly to Hwy. 101.....		6,029.81	6,029.81
Night Hawk Road.....		2,265.78	2,265.78
Cooke's Lake South Westerly.....		18,209.91	18,209.91
Timmins-Naybob Creek.....		2,319.61	2,319.61
Timmins-Waterhen Creek.....		10,578.56	10,578.56
Iroquois Falls-Nellie Lake.....		5,100.85	5,100.85
Cochrane-Norembega.....	5.50	39,350.50	39,356.00
Cochrane-Gardiner.....	220.45	55,249.75	55,470.20
Moonbeam-Remi Lake.....		2,346.88	2,346.88
Lac St. Therese-Hearst-Mead.....	2.40	56,832.95	56,835.35
Munro Road.....	6,307.09		6,307.09
	\$ 939,645.99	\$1,245,167.88	\$ 2,184,813.87
Haliburton:			
Highway No. 28.....	\$	\$ 24,591.94	\$ 24,591.94
" " 35.....	42,213.98	108,864.32	151,078.30
" " 60.....		3,342.72	3,342.72
Development Roads:			
Kirkfield-Kinmount-Bancroft.....	166,407.95	138,894.23	305,302.18
Bobcaygeon-Kinmount-Minden.....	10.00	6,896.49	6,906.49
Minden-Haliburton-Wilberforce.....	97,392.52	82,280.43	179,672.95
Haliburton-Redstone.....		32,856.45	32,856.45
Ingoldsby Road.....	15,000.00		15,000.00
Fletcher Lake Road.....	14,999.05		14,999.05
Cardiff Township Road.....	13,341.36		13,341.36
Gooderham-Cavendish Road.....	4,993.34		4,993.34
	\$ 354,358.20	\$ 397,726.58	\$ 752,084.78
Kenora:			
Highway No. 17.....	\$ 369,302.41	\$ 489,723.37	\$ 859,025.78
" " 70.....	427,314.58	168,467.21	595,781.79
" " 72.....	4,185.35	84,138.37	88,323.72
" " 105.....	89,251.92	158,906.59	248,158.51
" " 116.....		27,643.36	27,643.36
Miscellaneous Surveys.....	2,491.17		2,491.17
Connecting Link:			
Town of Kenora.....		70.61	70.61
Unincorporated Township Roads:			
Aubrey East.....	1,984.75	1,742.29	3,727.04
Boys.....		1,400.50	1,400.50
Bradshaw.....		1,500.00	1,500.00
Britton.....	487.45	1,203.25	1,690.70
Devonshire.....		1,050.00	1,050.00
Dome.....		200.00	200.00
Drayton.....		1,732.85	1,732.85
Drayton Reserve.....		1,129.04	1,129.04
Eton.....	2,250.00	3,099.58	5,349.58
Godson.....		375.00	375.00
Heyson.....		600.00	600.00
Kirkup.....		686.37	686.37
MacNichol.....		117.55	117.55
Melgund.....	2,497.16	4,319.08	6,816.24
Mutrie.....	3,490.50	3,623.69	7,114.19
Pellatt.....		5,714.53	5,714.53
Redditt.....		1,558.99	1,558.99
Redvers.....		1,437.69	1,437.69

DISTRICT	CONSTRUCTION	MAINTENANCE	TOTAL
Kenora: (continued)			
Rowell.....	17,866.63	2,319.56	20,186.19
Rugby.....	23,444.20	2,527.17	25,971.37
South of Melgund.....	.....	599.62	599.62
South of Pellatt.....	.....	3,023.93	3,023.93
Southworth.....	1,997.03	2,580.45	4,577.48
Vermilion Additional.....	.....	2,174.55	2,174.55
Wabigoon.....	4,996.16	1,437.68	6,433.84
Wainwright.....	.....	2,722.83	2,722.83
Zealand.....	3,373.25	11,138.14	14,511.39
North of Buller.....	.....	45.00	45.00
Isley.....	.....	100.00	100.00
Development Roads:			
Borups Corners-Dymont.....	.....	2,682.58	2,682.58
Dryden-Rice Lake Loop.....	.....	17,303.36	17,303.36
Dryden-Richen.....	.....	17,301.06	17,301.06
Dryden-Eagle River.....	.....	23,365.34	23,365.34
Eton-Rugby Road.....	.....	7,103.53	7,103.53
Clay Lake-Quibell-Hwy. 105.....	.....	8,185.34	8,185.34
Red Lake Airport Road.....	.....	11,377.26	11,377.26
Kenora-Redditt.....	162.42	58,699.63	58,862.05
Kenora-Rabbit Lake-E. Melich Road.....	1.40	50,085.28	50,086.68
Keewatin-Pellatt-Hwy. 17.....	.....	21,664.55	21,664.55
Vermilion Bay-Quibell.....	15,326.51	.....	15,326.51
	\$ 970,422.89	\$1,206,876.78	\$ 2,177,299.67
Muskoka:			
Highway No. 11.....	\$ 310,360.01	\$ 185,829.05	\$ 496,189.06
“ “ 35.....	.....	12,953.51	12,953.51
“ “ 60.....	.....	31,143.89	31,143.89
“ “ 69.....	56,281.74	57,084.42	113,366.16
Miscellaneous Surveys.....	348.10	.....	348.10
Unincorporated Township Roads:			
Baxter.....	.....	6,866.21	6,866.21
Sinclair.....	.....	885.49	885.49
Development Roads:			
Port Severn-Honey Harbour.....	.....	7,388.00	7,388.00
Bracebridge-Dorset.....	.....	44,283.15	44,283.15
Huntsville-Baysville.....	15,946.51	33,549.78	49,496.29
Bracebridge-Port Carling-Glen Orchard.....	.....	39,061.55	39,061.55
Falkenburg-Rosseau-Hayes.....	38,632.45	94,137.58	132,770.03
Utterson-Windermere.....	1,511.47	38,671.55	40,183.02
Hillside-Interlaken.....	.....	13,662.37	13,662.37
Gravenhurst-Muskoka San. Road.....	.....	839.52	839.52
Lake of Bays Road.....	26,889.50	.....	26,889.50
Peninsula Road-Medora Township.....	12,613.26	.....	12,613.26
Delarge Diversion.....	500.00	.....	500.00
Bangor Lodge Road.....	10,000.00	.....	10,000.00
Riley Lake Road.....	2,996.35	.....	2,996.35
	\$ 476,079.39	\$ 566,356.07	\$ 1,042,435.46
Nipissing:			
Highway No. 11.....	\$ 217,360.02	\$ 133,119.62	\$ 350,479.64
“ “ 17.....	584,234.06	145,097.74	729,331.80
“ “ 60.....	13,394.57	82,189.99	95,584.56
“ “ 63.....	20,609.01	162,498.49	183,107.50
“ “ 64.....	3,502.78	100,520.54	104,023.32
“ “ 94.....	.....	19,898.75	19,898.75
Unincorporated Township Roads:			
Airy.....	.....	292.09	292.09
Dickens.....	.....	600.00	600.00
Lyell.....	.....	222.15	222.15
Murchison.....	.....	222.15	222.15
Sabine.....	.....	2,481.26	2,481.26
Badgerow.....	1,649.42	3,872.06	5,521.48
Bastedo.....	.....	1,112.80	1,112.80
Boulter.....	.....	32.25	32.25

DISTRICT	CONSTRUCTION	MAINTENANCE	TOTAL
Nipissing: (continued)			
Crerar.....	1,399.75	2,157.61	3,557.36
Dana.....	1,399.77	46.21	1,445.98
Falconer.....		3,038.30	3,038.30
Gibbons.....		2,176.99	2,176.99
Gladman.....		5.25	5.25
Grant.....		1,485.50	1,485.50
Hugel.....	1,330.36	3,270.29	4,600.65
Kirkpatrick.....		5,926.65	5,926.65
MacPherson.....		7,376.46	7,376.46
Merrick.....		150.00	150.00
Phelps.....		3,192.77	3,192.77
Poitras.....		62.15	62.15
Thistle.....		1,283.23	1,283.23
Wyse.....		559.36	559.36
McLaren.....		24.00	24.00
Strathy.....		86.00	86.00
Development Roads:			
Maynooth-Whitney.....		32,714.97	32,714.97
Madawaska-Cross Lake.....		21,566.83	21,566.83
Mattawa-Harrington.....		13,869.05	13,869.05
Bonfield to Hwy. 17.....		8,446.61	8,446.61
North Bay Airport Road.....	233,533.42	7,422.50	240,955.92
Verner-Noelville.....		42,053.75	42,053.75
Warren-River Valley-Field.....	3,325.94	38,844.53	42,170.47
Powassan-Chiswick.....	3,382.46		3,382.46
Hwy. 11 to Astorville.....	3,355.30		3,355.30
	\$1,088,476.86	\$ 847,918.90	\$ 1,936,395.76
Parry Sound:			
Highway No. 11.....	\$ 754,756.07	\$ 167,483.72	\$ 922,239.79
" " 69.....	985,676.17	207,581.06	1,193,257.23
" " 94.....		1,745.48	1,745.48
Miscellaneous Surveys.....	13.11		13.11
Unincorporated Township Roads:			
Bethune.....	1,978.06	5,942.26	7,920.32
Burpee.....		3,276.40	3,276.40
Conger.....	730.19	3,936.38	4,666.57
Croft.....	1,108.69	6,766.76	7,875.45
Ferguson.....	3,119.60	2,758.70	5,878.30
Ferrie.....		585.62	585.62
Gurd.....	5,739.93	8,282.61	14,022.54
Hardy.....	745.34	5,303.36	6,048.70
Harrison.....	750.00	2,270.60	3,020.60
Henvey.....	562.50	2,483.78	3,046.28
Laurier.....	1,123.46	4,740.65	5,864.11
Lount.....	3,990.34	6,055.12	10,045.46
McConkey.....	3,495.07	2,380.38	5,875.45
McKenzie.....	3,119.67	3,276.39	6,396.06
Mills.....	745.34	5,303.35	6,048.69
Monteith.....	2,617.96	3,356.46	5,974.42
Patterson.....	2,999.87	3,656.51	6,656.38
Pringle.....	1,747.40	4,988.89	6,736.29
Proudfoot.....	4,730.79	6,262.14	10,992.93
Shawnaga.....		350.00	350.00
Spence.....	1,122.21	4,735.53	5,857.74
Wallbridge.....	1,312.50	4,594.04	5,906.54
Wilson.....	3,495.08	2,380.37	5,875.45
Development Roads:			
Falkenburg-Rosseau-Hayes Corners.....		64,652.02	64,652.02
Emsdale-Parry Sound.....		62,735.92	62,735.92
Sundridge-Dunchurch-Parry Sound.....	67,081.86	111,058.54	178,140.40
Burk's Falls-Magnetawan.....		33,253.76	33,253.76
Dunchurch-Ardbeg.....		26,695.46	26,695.46
Hwy. 69-Bayfield Inlet.....		4,418.85	4,418.85
Hwy. 69-Britt Village.....		2,186.29	2,186.29
Pakesley Road.....		1,412.36	1,412.36
Pickerel Road.....		780.46	780.46

DISTRICT**Parry Sound: (continued)**

	CONSTRUCTION	MAINTENANCE	TOTAL
Emsdale-Kearney.....		517.40	517.40
Trout Creek-Port Loring Rd. and Spur.....	4,511.82	97,973.23	102,485.05
Powassan-Restoule.....	5,565.85	53,137.52	58,703.37
Peninsular Road.....	4,998.49		4,998.49
Lighthouse Beach Road.....	9,985.94		9,985.94
North Himsworth Township.....	985.20		985.20
Fifth Line Road.....	20,344.68		20,344.68
Bernard Lake Northerly.....	9,998.51		9,998.51
Hwy. 11 to Astorville.....	372.81		372.81
Old Nipissing Road.....	4,998.25		4,998.25
Rose Point-Depot Harbour.....	5,709.43	279.96	5,989.39
Old Burk's Falls-Magnetawan Rd.....	4,996.35		4,996.35
Orrville-Rosseau Road.....	8,981.95		8,981.95
Machar Township Road.....	4,990.65		4,990.65
South Himsworth Township.....	4,761.23		4,761.23
Blackstone Road.....	10,998.82		10,998.82
Round Lake Road.....	4,991.34		4,991.34
	\$1,959,952.53	\$ 929,598.33	\$ 2,889,550.86

Rainy River:

Highway No. 70.....	\$ 8,791.88	\$ 76,714.07	\$ 85,505.95
" " 71.....	151,322.57	174,846.12	326,168.69
" " 120.....	1,380,168.49	16,890.30	1,397,058.79
Miscellaneous Surveys.....	322.42		322.42
Sidewalk:			
Municipality of Emo.....	333.47		333.47
Connecting Links:			
Town of Fort Frances.....		627.32	627.32
Town of Rainy River.....		69.92	69.92
Unincorporated Township Roads:			
Dance.....		1,814.50	1,814.50
Dewart.....		3,310.33	3,310.33
Miscampbell.....		2,856.47	2,856.47
Nelles.....	600.00	4,284.08	4,884.08
North of Dance.....		1,331.03	1,331.03
North East of Potts.....		100.00	100.00
Sifton.....	495.29	2,760.47	3,255.76
Spohn.....		3,688.35	3,688.35
Sutherland.....		1,938.27	1,938.27
Development Roads:			
Fort Frances-Big Fork-Emo.....	18.75	44,992.13	45,010.88
Crozier Road North and South.....		11,254.15	11,254.15
Big Fork-Lake Despair.....	1,090.36	35,332.00	36,422.36
Stratton-North Branch.....		21,832.57	21,832.57
Pinewood-Minahico.....	1,644.89	26,238.41	27,883.30
Sleeman-Morson.....	75.01	46,560.33	46,635.34
Rainy River-Black Hawk-Clearwater Lake.....	996.05	99,774.11	100,770.16
Carpenter Township Road.....	23,756.75		23,756.75
Kingsford Municipality.....	2,846.43		2,846.43
	\$1,572,462.36	\$ 577,214.93	\$ 2,149,677.29

Sudbury:

Highway No. 17.....	\$1,977,128.29	\$ 209,340.88	\$ 2,186,469.17
" " 68.....		92,282.53	92,282.53
" " 69.....	2,100,446.89	86,250.17	2,186,697.06
Miscellaneous Surveys.....	1,176.79		1,176.79
Unincorporated Township Roads:			
Afton.....	311.06	10.27	321.33
Allen.....		947.05	947.05
Bigwood.....		3,309.74	3,309.74
Delamere.....		2,881.64	2,881.64
Hoskin.....		320.18	320.18
Henry.....		983.66	983.66
Janes.....		140.54	140.54
Scollard.....		1,034.63	1,034.63

DISTRICT	CONSTRUCTION	MAINTENANCE	TOTAL
Sudbury: (continued)			
Awrey.....		92.16	92.16
Broder.....		5,603.09	5,603.09
Burwash.....		1,180.49	1,180.49
Capreol.....		2,971.71	2,971.71
Cartier.....		24.29	24.29
Cleland.....	224.13	2,611.19	2,835.32
Curtin.....		1,979.89	1,979.89
Dill.....		841.04	841.04
Dryden.....		406.68	406.68
Fairbank.....		1,415.62	1,415.62
Falconbridge.....		704.93	704.93
Hawley.....		61.44	61.44
Lorne.....		5,208.72	5,208.72
Loughrin.....		2,081.13	2,081.13
Lounse.....		2,926.37	2,926.37
Lumsden.....		43.36	43.36
MacLennan.....		1,615.42	1,615.42
Merritt.....		7,298.22	7,298.22
Norman.....		4.07	4.07
Secord.....		2,271.51	2,271.51
Snider.....		637.75	637.75
Tilton.....		71.04	71.04
Whitefish Indian Reserve.....		2,592.30	2,592.30
Wisner.....		662.61	662.61
Shakespeare.....		584.81	584.81
Development Roads:			
Verner-Noelville.....		34,951.39	34,951.39
Riviere Veuve-Hagar-Bigwood- Rutter-Wolesey Bay.....	52,449.55	126,140.83	178,590.38
Warren-River Valley-Field.....		7,342.55	7,342.55
Englehart-Elk Lake-Westree and Spurs.....	10.00	50,057.86	50,067.86
Markstay to Highway 17.....		1,647.13	1,647.13
Wanipitei-Wanup.....		15,562.27	15,562.27
Sudbury-Capreol-Milnet.....	1,275.90	71,376.32	72,652.22
Hwy. 17, Falconbridge-Hanmer-Skead.....	61,264.65	74,547.83	135,812.48
Sudbury-Frood Mine.....		3,104.96	3,104.96
Sudbury-Levack-Geneva Lake.....	206,687.05	135,049.06	341,736.11
Creighton Mine to Highway 17.....		5,932.10	5,932.10
Whitefish-Lake Penage.....		22,333.45	22,333.45
Highway 69 to Long Lake.....		9,615.17	9,615.17
Massey-Sauble River Road.....		36,395.34	36,395.34
Thessalon-Chapleau.....	470.47	52,180.20	52,650.67
Old Garson Road.....	2,094.29		2,094.29
Val Caron-Chelmsford.....	61,645.10		61,645.10
Bancroft Drive.....	46,425.85		46,425.85
	\$4,511,610.02	\$1,087,627.59	\$ 5,599,237.61
Temiskaming:			
Highway No. 11.....	\$ 134,949.45	\$ 347,103.12	\$ 482,052.57
" " 65.....	128,318.59	194,849.52	323,168.11
" " 66.....	2,042.78	40,019.17	42,061.95
" " 112.....	217.29	22,132.50	22,349.79
Miscellaneous Surveys.....	569.44		569.44
Connecting Links:			
Town of Cobalt.....		495.00	495.00
Town of Haileybury.....		801.00	801.00
Unincorporated Township Roads:			
Askin.....		827.88	827.88
Barber.....		1,128.16	1,128.16
Beauchamp.....		8,680.46	8,680.46
Benoit.....	500.00	1,952.18	2,452.18
Blain.....		2,214.08	2,214.08
Bryce.....		403.13	403.13
Cane.....		7,060.85	7,060.85
Eby.....	2,824.77	2,214.07	5,038.84
Firstbrook.....		1,012.11	1,012.11
Henwood.....		11,346.24	11,346.24

DISTRICT	CONSTRUCTION	MAINTENANCE	TOTAL
Temiskaming: (continued)			
Ingram.....	438.48	5,767.76	6,206.24
Keefer.....		897.60	897.60
Lebel.....		1,184.55	1,184.55
Maisonville.....		1,952.17	1,952.17
Marquis.....	1,328.51	9,031.84	10,360.35
Marter.....	18,195.12	7,037.96	25,233.08
Otto.....		6,113.88	6,113.88
Pacaud.....		9,103.96	9,103.96
Pense.....		1,253.05	1,253.05
Robillard.....		5,011.44	5,011.44
Savard.....		8,502.88	8,502.88
Sharpe.....		3,681.67	3,681.67
Tudhope.....		584.77	584.77
Auld.....		416.49	416.49
Development Roads:			
Lorrain Road—From Silver Centre to			
Hwy. 11.....		31,301.50	31,301.50
Haileybury West to Montreal River.....		26,413.59	26,413.59
New Liskeard—Judge—Quebec Boundary....	23,930.70	56,763.55	80,694.25
Heaslip—Tomstown—Hilliardton.....	1,438.01	32,117.13	33,555.14
McCool—Earlton—Thornloe.....	1.08	11,408.86	11,409.94
Englehart—Elk Lake—Westree and Spurs....	120,947.75	178,166.89	299,114.64
Matachewan—Ashley Mine.....	11,711.59	15,361.35	27,072.94
Boston Creek Road.....		11,841.95	11,841.95
Kenogami Road.....		1,053.06	1,053.06
Sesekinika Road.....		2,222.48	2,222.48
Englehart River Bridge Approaches:			
Dack Township.....	3,000.00		3,000.00
Brethour Township.....	14,999.86		14,999.86
Harley Township.....	9,999.97		9,999.97
Casey Township.....	7,000.00		7,000.00
	\$ 482,413.39	\$1,069,429.85	\$ 1,551,843.24
Thunder Bay:			
Highway No. 11.....	\$1,060,015.66	\$ 229,859.98	\$ 1,289,875.64
" " 17.....	1,543,748.39	488,447.05	2,032,195.44
" " 17A.....	1,054.43	26,347.14	27,401.57
" " 61.....	227,922.36	45,077.85	273,000.21
" " 120.....	1,104,967.43	14,897.90	1,119,865.33
Miscellaneous Surveys.....	1,755.25		1,755.25
Unincorporated Township Roads:			
Armstrong.....		2,104.54	2,104.54
Dawson Road Lots.....	2,092.63	3,408.33	5,500.96
Devon.....	1,500.00	2,328.21	3,828.21
Forbes.....	2,160.62	5,660.12	7,820.74
Fowler.....	1,800.00	1,908.36	3,708.36
Goldie.....	449.37	290.54	739.91
Gorham.....	3,636.62	3,804.06	7,440.68
Hagey.....		180.00	180.00
Jacques.....	1,192.71	2,857.66	4,050.37
Jackfish.....	3,612.50	1,362.82	4,975.32
Lybster.....	1,949.04	3,323.29	5,272.33
Lyons.....	1,232.27	426.87	1,659.14
Marks.....	1,800.00	3,060.66	4,860.66
Nakina.....		3,329.57	3,329.57
North of Jacques (Unsurveyed).....		197.92	197.92
Pearson.....	1,767.41	3,435.31	5,202.72
Scoble.....	1,434.66	2,449.45	3,884.11
Sibley.....	1,283.02	1,978.56	3,261.58
Stirling.....	1,435.92	853.13	2,289.05
Strange.....	1,350.00	1,500.33	2,850.33
Upsala.....	238.00	1,567.70	1,805.70
Ware.....	9,476.13	8,868.37	18,344.50
North of Hagey (Unsurveyed).....		500.00	500.00
Development Roads:			
Geraldton—Hardrock.....		1,610.74	1,610.74
Leitch to Highway 11.....		3,603.28	3,603.28

REPORT UPON HIGHWAY

DISTRICT	CONSTRUCTION	MAINTENANCE	TOTAL
Thunder Bay: (continued)			
Nipigon-Pine Portage.....		9,522.41	9,522.41
Hurkett Cut-Off.....	43.91	2,684.49	2,728.40
Silver Islet-Highway 17.....		19,431.65	19,431.65
Dog Lake Road.....	307.05	46,805.49	47,112.54
Oliver Road (Port Arthur-Kakabeka).....	1,253.25	19,950.20	21,203.45
Twin City Cross Road (Oliver Road to Hwy. 61).....	2.00	10,680.29	10,682.29
Moose Hill Kakabeka Falls.....		25,156.65	25,156.65
Pearson-Pardee Loop and Spur.....		20,476.48	20,476.48
Round Lake-Nolalu-Highway 17.....		28,323.16	28,323.16
Marks Road (Nolalu to Hymers Cross Road).....	6,710.93	17,693.78	24,404.71
Devon Road (Whitefish Southerly).....		14,378.30	14,378.30
Shebandowan Lake-Highway 17.....		24,847.24	24,847.24
Savant Lake-Doghole Bay.....	303,946.16		303,946.16
Whitefish Valley Road.....	11,174.98		11,174.98
Mud Lake Road.....	11,500.00		11,500.00
Gillies-Lybster Road.....	7,130.13		7,130.13
Blind Line Road.....	13,230.07		13,230.07
Copenhagen Loop.....	210.00		210.00
Paiipoonge Township.....	11,112.73		11,112.73
Rosslyn Road.....	13,584.36		13,584.36
Quimet Road.....	11,369.46		11,369.46
Morgan Road.....	9,853.31		9,853.31
	\$4,379,302.76	\$1,105,189.88	\$ 5,484,492.64

INVENTORY	CONSTRUCTION	MAINTENANCE	TOTAL
General Expenses:			
Stock (materials, etc.)*.....Cr. \$		\$ 40,756.96	\$ 40,756.96
Lands and Buildings.....	294,100.50	225,903.96	520,004.46
Weigh Scales.....	34,179.45	12,898.67	47,078.12
Road Equipment.....		1,362,434.63	1,362,434.63
Division Office and General Engineering.....	876,045.93	2,075,487.32	2,951,533.25
Traffic Census.....		59,721.75	59,721.75
Forestry.....		75,297.45	75,297.45
Dominion Government Repayments.....Cr.	2,700,487.53		2,700,487.53
Net General Expense.....	397,571.90	918,641.75	1,316,213.65
	Cr. \$ 1,098,589.75	\$ 4,689,628.57	\$ 3,591,038.82
Total King's Highways, Township and Development Roads.....	50,421,261.31	27,904,247.50	78,325,508.81
TOTAL NET EXPENDITURE.....	\$49,322,671.56	\$32,593,876.07	\$ 81,916,547.63

*Inventories March 31, 1953.....\$ 4,074,416.33

Inventories March 31, 1954.....4,033,659.37

Decrease in Stock.....\$ 40,756.96

APPENDIX No. 2

DEPARTMENT EXPENDITURE BY ROADS, ETC.

April 1, 1953, to March 31, 1954

Highway No.	Location	Mileage	Construction	Maintenance	Total
2	Windsor-Quebec Boundary.....	542.2	\$ 782,902.40	\$1,871,541.23	\$2,654,443.63
2B	Highway 2, Howard Ave. — Highway 3, Dougall Ave.....	5.9		596.09	596.09
3	Windsor-Fort Erie.....	260.0	306,200.84	421,115.81	727,316.65
3A	Chambers Corners— Niagara Falls.....	24.8	5,145.25	30,780.24	35,925.49
3B	Junction Highway 3-Windsor.....	6.0		4,132.93	4,132.93
3C	Ridgeway-Fort Erie.....	7.5		12,958.01	12,958.01
4	Port Stanley-Flesherton.....	155.5	395,538.15	300,132.83	695,670.98
5	Toronto-Paris (via Dundas Street).....	65.6	42,763.12	170,546.68	213,309.80
6	Port Dover-Tobermory.....	225.1	378,269.79	630,967.91	1,009,237.70
7	Sarnia-Perth.....	403.6	1,275,302.06	989,549.28	2,264,851.34
7A	Manchester-Peterborough.....	42.0	15,780.56	72,665.04	88,445.60
8	Niagara Falls-Goderich.....	155.7	185,087.51	278,012.51	463,100.02
8A	St. Davids-Queenston.....	2.6		5,798.03	5,798.03
9	Schomberg-Kincardine.....	112.8	621,766.40	743,362.98	1,365,129.38
10	Port Credit-Owen Sound.....	105.0	275,904.78	444,930.91	720,835.69
11	Toronto-Nipigon.....	855.5	4,576,132.50	2,289,749.75	6,865,882.25
11A	Toronto-Highway 11 (via Avenue Road).....	8.3	554.94	24,091.21	24,646.15
12	Whitby-Midland and Penetang.....	99.1	42,372.03	306,122.90	348,494.93
14	Picton-Marmora.....	51.4	104,491.99	67,636.16	172,128.15
15	Ottawa-Kingston.....	131.0	274,506.20	619,722.49	894,228.69
16	Ottawa-Johnstown Corners.....	58.9	13,128.81	105,660.21	118,789.02
17	Quebec Boundary-Montreal River and Terrace Bay— Manitoba Boundary.....	1,194.5	7,372,700.43	2,014,003.61	9,386,704.04
17A	Port Arthur-Highway 17.....	21.0	1,054.43	26,347.14	27,401.57
18	Leamington-Windsor.....	49.0		40,079.48	40,079.48
18A	Kingsville-Highway 18.....	20.0	1,933.24	47,805.65	49,738.89
19	Port Burwell-Tralee.....	92.2	129,522.34	151,628.30	281,150.64
20	Niagara Falls-Burlington.....	53.3	265,019.58	164,329.62	429,349.20
21	Morpeth-Owen Sound.....	207.0	675,040.28	633,172.55	1,308,212.83
22	London-Sarnia.....	61.5	30,264.90	76,540.90	106,805.80
23	Elginfield-Teviotdale.....	60.6	402,268.80	124,623.94	526,892.74
24	Port Dover-Collingwood.....	143.4	890,284.82	324,859.60	1,215,144.42
24A	Paris-Galt.....	13.1	1,996.72	40,237.89	42,234.61
25	Queen Elizabeth Way-Acton.....	27.3	1,738.06	47,307.97	49,046.03
26	Barrie-Owen Sound.....	74.6	587,935.84	423,420.02	1,011,355.86
27	Long Branch-Penetang— Midland.....	91.8	217,087.27	345,653.19	562,740.46
28	Port Hope-Bancroft.....	95.9	697,756.31	218,990.20	916,746.51
29	Brockville-Arnrior.....	76.4	18,819.35	123,622.95	142,442.30
30	Brighton-Havelock.....	32.0	44,420.47	29,084.87	73,505.34
31	Morrisburg-Ottawa.....	48.4	19,906.19	190,930.32	210,836.51
32	Gananoque-Highway 15.....	12.4	117.31	202,381.32	202,498.63
33	Kingston-Stirling.....	87.4	192,363.62	183,142.26	375,505.88
34	Lancaster-Hawkesbury.....	38.1	10,070.44	52,713.07	62,783.51
35	Newcastle-Huntsville.....	144.2	133,733.00	215,703.85	349,436.85
36	Lindsay-Burleigh Falls.....	47.5	39,080.21	67,581.11	106,661.32
37	Belleville-Actinolite.....	29.3	149,807.26	51,698.39	201,505.65
38	Cataract-Highway 7.....	43.8		73,794.51	73,794.51
39	Windsor-Belle River.....	21.5	2,552.00	19,743.59	22,295.59
40	Sarnia-Chatham.....	50.1	4,151.34	79,716.37	83,867.71
41	Picton-Napanee-Golden Lake.....	129.5	439,004.81	183,693.60	622,698.41
42	Forthton-Westport.....	34.0	40,183.35	46,667.92	86,851.27

Highway No.	Location	Mileage	Construction	Maintenance	Total
43	Alexandria-Highway 31.....	38.7	730,468.92	65,103.63	795,572.55
44	Almonte-Carp.....	14.0	67,836.13	20,953.58	88,789.71
45	Cobourg-Norwood.....	33.0	160,495.16	51,052.95	211,548.11
46	Highway 7-Coboconk (via Kirkfeld).....	34.0	39,604.34	88,775.27	128,379.61
47	Highway 12-Stouffville.....	19.0	12,583.56	76,020.29	88,603.85
48	Port Bolster-Beaverton..... Cr.	6.0	386.49	36,916.94	36,530.45
49	Kleinburg-Highway 50.....	3.5	2,189.44	5,634.01	7,823.45
50	Highway 7-Highway 9 (via Bolton).....	18.0	29,518.56	32,383.27	61,901.83
51	Highway 24-Caledon (Highway 10).....	2.5	.....	9,087.13	9,087.13
52	Wentworth County Line-Highway 2.....	18.5	.....	43,315.09	43,315.09
53	Eastwood-Highway 20 (via Brantford).....	48.9	20,376.16	100,319.04	120,695.20
54	Cainsville-Cayuga.....	27.0	3,783.36	74,457.98	78,241.34
55	Highway 53-Hamilton.....	4.0	106.12	5,495.19	5,601.31
56	Junction Highways 53 and 20-Canfield.....	15.5	683.01	29,286.69	29,969.70
57	Bismarck-Highway 3A.....	9.0	659.16	360,127.31	360,786.47
58	St. Catharines-Port Colborne.....	24.0	2,331.91	29,001.55	31,333.46
59	Woodstock-Delhi.....	26.5	607.40	42,244.45	42,851.85
60	Huntsville-Golden Lake.....	123.2	19,647.78	177,847.25	197,495.03
61	Fort William-International Boundary.....	39.4	227,922.36	45,077.85	273,000.21
62	Madoc-Pembroke.....	118.0	104,728.94	190,988.94	295,717.88
63	North Bay-Temiskaming.....	41.0	20,609.01	162,498.49	183,107.50
64	Sturgeon Falls-Martin River.....	34.6	3,502.78	100,520.54	104,023.32
65	New Liskeard-Matachewan.....	66.7	128,318.59	194,849.52	323,168.11
66	Highway 11-Quebec Boundary.....	37.7	2,042.78	40,019.17	42,061.95
67	Iroquois Falls-Timmins.....	43.6	14.35	57,705.35	57,719.70
68	McKerrow-Little Current.....	38.0	.....	152,475.78	152,475.78
69	Brechin-Parry Sound-Sudbury.....	156.7	3,786,514.30	379,270.84	4,165,785.14
70	Highway 17-Highway 71.....	100.7	436,106.46	245,181.28	681,287.74
71	Fort Frances-Rainy River.....	60.0	151,322.57	174,846.12	326,168.69
72	Dinorwic-Sioux Lookout.....	48.0	4,185.35	84,138.37	88,323.72
73	Port Bruce-Dorchester Road.....	23.0	2,602.71	40,797.04	43,399.75
74	New Sarum-Nilestown.....	14.0	2,427.48	27,970.84	30,398.32
75	Wallacetown-Dutton.....	2.5	12.79	2,927.95	2,940.74
76	Eagle-West Lorne.....	3.5	17.06	3,815.81	3,832.87
77	New Glasgow-Rodney.....	4.0	21.33	4,833.03	4,854.36
78	Wallaceburg-Dresden.....	10.5	208,390.46	9,406.71	217,797.17
79	Highway 2-Highway 7 (Watford).....	28.9	19,976.14	143,677.82	163,653.96
80	Highway 2-Alvinston (via Glencoe).....	13.0	8,885.73	49,978.02	58,863.75
81	Delaware-Grand Bend.....	44.0	63,374.77	86,307.43	149,682.20
82	Highway 7-Port Franks.....	7.0	498.00	6,492.25	6,990.25
83	Highway 21-Highway 23 (via Dashwood).....	24.0	306,920.04	83,418.08	390,338.12
84	St. Joseph-Hensall (via Zurich).....	10.5	2,845.16	33,282.96	36,128.12
85	Kitchener-Elmira.....	12.0	11,175.62	14,235.00	25,410.62
86	Amberley-Highway 7.....	79.0	125,715.94	303,555.27	429,271.21
87	Bluevale-Harriston.....	19.5	355,760.26	43,248.12	399,008.38
88	Bondhead-Bradford.....	6.0	5,313.68	13,109.06	18,422.74
89	Primrose-Cookstown.....	23.5	545.68	63,852.79	64,398.47
90	Angus-Allandale.....	11.0	3,180.79	21,539.68	24,720.47
91	Duntroon-Stayner.....	5.2	3,406.76	21,115.54	24,522.30
92	Elmvale-Wasaga Beach.....	9.0	110,640.55	20,017.24	130,657.79
93	Crown Hill-Waverley.....	17.5	21,698.05	67,592.05	89,290.10
94	Callander-Highway 17.....	6.5	.....	21,644.23	21,644.23
95	Wolfe Island North and South Road.....	7.0	6,080.87	22,828.58	28,909.45

Highway No.	Location	Mileage	Construction	Maintenance	Total
96	Wolfe Island East and West Road.....	20.0	2,616.50	63,785.71	66,402.21
97	Hickson-Freelton.....	44.5	15,594.25	160,832.81	176,427.06
98	Windsor-Blenheim.....	58.7	11,342.38	343,662.38	355,004.76
99	Dundas-Highway 24.....	16.5	1,508.40	99,720.74	101,229.14
100	Thamesford-Highway 7.....	16.0	497.11	57,899.77	58,396.88
101	Highway 67-East end of Highway.....	71.0	5.50	108,725.70	108,731.20
102	Junction Highway 2-Dundas.....	2.2	.....	8,164.94	8,164.94
103	Waubashene-Port Severn.....	6.4	850.00	26,465.06	27,315.06
104	Highway 9-Grand Valley.....	1.8	296.76	13,545.43	13,842.19
105	Vermilion Bay-Red Lake.....	111.9	89,251.92	158,906.59	248,158.51
106	Welcome-Dale.....	2.7	516.78	6,917.61	7,434.39
107	Ruthven-Highway 18.....	1.0	.....	2,406.23	2,406.23
108	Queen Elizabeth Way-Highway 27.....	4.0	3.70	10,163.50	10,167.20
109	Dawes Road-Highway 2 (Eglinton Ave.).....	4.8	189.56	12,330.48	12,520.04
110	Highway 15-Highway 29 (Carleton Place).....	1.3	.....	2,203.06	2,203.06
112	Highway 11-Highway 66.....	12.0	217.29	22,132.50	22,349.79
114	Highway 98-Highway 3.....	1.2	.....	1,011.81	1,011.81
115	Highway 35-Highway 28.....	Under Const.	806,602.83	.....	806,602.83
116	Patricia-Hudson.....	10.0	.....	27,643.36	27,643.36
120	Highway 17-Atikokan.....	87.7	2,485,135.92	31,788.20	2,516,924.12
122	Highway 2-Queen Elizabeth Way.....	3.7	15,101.79	18,468.17	33,569.96
	Queen Elizabeth Way.....	97.3	1,054,576.97	890,314.55	1,944,891.52
	Pelee Island.....	.....	.....	11,381.76	11,381.76
	Ferries.....	.....	158,434.14	84,674.98	243,109.12
400	Toronto-Crown Hill, Controlled Access.....	53.2	1,061,435.66	243,129.03	1,304,564.69
401	Windsor-Quebec Boundary, Controlled Access.....	.....	12,072,501.36	274,465.01	12,346,966.37
402	Point Edward-Highway Controlled Access.....	3.8	1,227.75	7,272.42	8,500.17
	Miscellaneous Surveys.....	.....	24,794.89	.....	24,794.89
TOTAL KING'S HIGHWAYS, ETC.....		.....	\$ 46,682,623.04	\$ 22,458,798.56	\$ 69,141,421.60
	Total Sidewalks.....	.....	41,249.97	.....	41,249.07
	Total Connecting Links.....	.....	8,865.29	90,872.24	99,737.53
	Total Development Roads.....	.....	1,726,145.49	4,719,663.17	6,445,808.66
	Total Development Roads Part VI (H.I.A.).....	.....	1,739,676.93	13,474.24	1,753,151.17
	Total Unincorporated Townships.....	.....	222,701.49	621,439.29	844,140.78
	Stock (materials, etc.)..... Cr.	.....	.....	40,756.96	40,756.96
	Lands and Buildings.....	.....	294,100.50	225,903.96	520,004.46
	Weigh Scales.....	.....	34,179.45	12,898.67	47,078.12
	Road Equipment.....	.....	.....	1,362,434.63	1,362,434.63
	Division Office and General Engineering.....	.....	876,045.93	2,075,487.32	2,951,533.25
	Traffic Census.....	.....	.....	59,721.75	59,721.75
	Forestry.....	.....	.....	75,297.45	75,297.45
	Dominion Government Repayments..... Cr.	.....	2,700,487.53	.....	2,700,487.53
	Net General Expense.....	.....	397,571.90	918,641.75	1,316,213.65
			\$ 49,322,671.56	\$ 32,593,876.07	\$ 81,916,547.63

Inventories March 31, 1953..... \$4,074,416.33
 Inventories March 31, 1954..... 4,033,659.37

Decrease in stock..... \$ 40,756.96

THE HIGHWAY RESERVE ACCOUNT**STATEMENT FROM INCEPTION OCTOBER 1952 TO MARCH 31, 1954**

Funds provided in Estimates: —	
Supplementary Estimates, October 1952.....	\$20,000,000.00
Supplementary Estimates, March 1953.....	10,000,000.00
Regular Estimates, April 1953.....	23,000,000.00
Supplementary Estimates, March 1954.....	17,500,000.00
TOTAL PROVIDED IN ESTIMATES.....	\$70,500,000.00
Less Payments for Highway Capital Expenditure.....	29,331,194.55
BALANCE UNEXPENDED AS AT MARCH 31, 1954.....	\$41,168,805.45

APPENDIX No. 3

**SCHEDULE OF ASSUMPTIONS AND REVERSIONS OF SECTIONS OF THE
KING'S HIGHWAY SYSTEM FOR THE FISCAL YEAR
ENDING MARCH 31, 1954**

COUNTY OR DISTRICT	PLAN Nos.	LOCATION OF ROAD	DATE ASSUMED	HWY. No.	MILES
Brant.....	A-1-27.....	Dumfries S. Twp.....	May 13, 1953	5	0.23
Brant.....	A-1-26.....	Dumfries S. Twp.....	May 13, 1953	5	0.13
Brant.....	A-1-29.....	Burford Twp.....	June 10, 1953	2	0.27
Brant.....	A-1-28.....	Oakland Twp.....	June 10, 1953	24	*
* mileage was previously reported acquired by Land Plan in 1944					
Brant.....	A-1-31.....	Dumfries S. Twp.....	June 10, 1953	5&24	0.08
Brant.....	A-1-32.....	Brantford Twp.....	Nov. 18, 1953	24	0.10
Brant.....	A-1-34.....	Brantford Twp.....	Feb. 10, 1954	24	.....
Bruce.....	A-2-20.....	Saugeen Twp.....	May 13, 1953	21	0.13
Bruce.....	A-2-26.....	St. Edmond & Lindsay Twp.....	Mar. 10, 1954	6	.....
Dufferin.....	A-4-12.....	Melancthon Twp.....	June 10, 1953	24	2.16
Dufferin.....	A-4-14.....	Mulmur Twp.....	Aug. 19, 1953	10	0.25
Dundas.....	A-5-17.....	Chesterville Village	Feb. 10, 1954	43	0.05
Durham.....	A-6-30.....	Hope Twp.....	Sept. 2, 1953	2	*
Durham.....	A-6-29.....	Clarke Twp.....	Sept. 2, 1953	2	*
* mileage was previously reported acquired by Land Plan in 1950					
Elgin.....	A-7-28.....	Yarmouth Twp.....	Nov. 18, 1953	4	2.17
Essex.....	A-8-26.....	Sandwich East & Maidstone Twp.....	Oct. 28, 1953	98	5.45
Frontenac.....	A-9-33.....	Pittsburgh Twp.....	Aug. 19, 1953	15	.....
Frontenac.....	A-9-32.....	Pittsburgh Twp.....	Aug. 19, 1953	15	*
* mileage was previously reported acquired by Land Plan in 1945					
Frontenac.....	A-9-30.....	Pittsburgh Twp.....	Aug. 19, 1953	15	0.31
Glengarry.....	A-10-12.....	Kenyon Twp.....	Aug. 19, 1953	43	0.47
Glengarry.....	A-10-10.....	Kenyon Twp.....	Sept. 2, 1953	43	1.09
Grey.....	A-12-37.....	Collingwood Twp.....	Mar. 5, 1954	26	0.85
Haldimand.....	A-13-22.....	Seneca Twp.....	Feb. 10, 1954	54	3.60
Haldimand.....	A-13-24.....	Walpole Twp.....	Mar. 10, 1954	3	0.95
Haldimand.....	A-13-26.....	Cayuga N. Twp.....	Mar. 10, 1954	54	0.17
Haldimand.....	A-13-18.....	Seneca Twp.....	Mar. 10, 1954	54	0.30
Haldimand.....	A-13-20.....	Seneca Twp.....	Mar. 10, 1954	54	0.82
Haldimand.....	A-13-16.....	Seneca Twp.....	Mar. 10, 1954	54	0.27
Halton.....	A-14-20.....	Milton Town.....	Sept. 2, 1953	25	0.02
Halton.....	A-14-21.....	Esquesing Twp.....	Sept. 2, 1953	25	0.17
Halton.....	A-14-23.....	Esquesing Twp.....	Sept. 2, 1953	4	0.29
Halton.....	A-14-19.....	Trafalgar Twp.....	Sept. 2, 1953	112	2.40
Halton.....	A-14-25.....	Trafalgar Twp.....	Dec. 16, 1953	25	0.23
Hastings.....	A-15-65.....	Paraday Twp.....	June 10, 1953	62	0.13
Hastings.....	A-15-66.....	Hurlow Twp.....	Oct. 28, 1953	2	0.88
Hastings.....	A-15-72.....	Hungerford Twp.....	Nov. 18, 1953	37	0.85
Hastings.....	A-15-70.....	Hungerford Twp.....	Nov. 18, 1953	37	0.43
Hastings.....	A-15-71.....	Hungerford Twp.....	Nov. 18, 1953	37	0.13
Hastings.....	A-15-68.....	Herschel Twp.....	Nov. 18, 1953	62	0.82
Hastings.....	A-15-74.....	Elzevir Twp.....	Dec. 16, 1953	37	0.85
Hastings.....	A-15-75.....	Paraday Twp.....	Feb. 10, 1954	62	.....
Huron.....	A-16-36.....	Ashfield Twp.....	Aug. 19, 1953	21	1.04
Huron.....	A-16-37.....	Goderich Twp.....	Aug. 19, 1953	8	0.34
Huron.....	A-16-38.....	Howick Twp.....	Dec. 2, 1953	87	0.31
Kenora.....	A-45-10.....	Southworth Twp.....	Feb. 10, 1954	17	0.30
Kent.....	A-17-36.....	Howard Twp.....	Aug. 19, 1953	21	0.14
Kent.....	A-17-35.....	Howard Twp.....	Aug. 19, 1953	21	1.74
Kent.....	A-17-37.....	Howard Twp.....	Aug. 19, 1953	21	0.15
Kent.....	A-17-38.....	Howard Twp.....	Aug. 19, 1953	21	0.15
Kent.....	A-17-39.....	Romney Twp.....	Mar. 10, 1954	3	0.23
Kent.....	A-17-41.....	Romney Twp.....	Mar. 10, 1954	3	.....
Kent.....	A-17-42.....	Romney Twp.....	Mar. 1, 1954	3	0.85
Lanark.....	A-19-36.....	Drummond Twp.....	Feb. 10, 1954	15	1.70
Leeds.....	A-20-41.....	N. Crosby Twp. & Newboro Vil.....	June 17, 1953	42	0.23
Leeds.....	A-20-37.....	N. Crosby Twp. & Newboro Vil.....	June 17, 1953	42	0.28
Leeds.....	A-20-39.....	N. Crosby Twp.....	June 17, 1953	42	0.35
Leeds.....	A-20-44.....	Kitley Twp.....	Nov. 18, 1953	29	0.91
Leeds.....	A-20-46.....	Kitley Twp.....	Nov. 18, 1953	29	0.16

COUNTY OR DISTRICT	PLAN NOS.	LOCATION OF ROAD	DATE ASSUMED	HWY. No.	MILES
Leeds.....	A-20-47	Kitley & Elmsley S. Twp.....	Nov. 18, 1953	29	0.29
Leeds.....	A-9-34	Bastard Twp.....	Mar. 10, 1954	15	0.78
Leeds.....	A-20-50	Elmsley S. Twp.....	Mar. 17, 1954	29	0.15
Leeds.....	A-20-49	Lansdowne Twp.....	Mar. 17, 1954	42	0.27
Lennox & Addington.....	A-21-19	Camden & Sheffield Twp.....	Oct. 28, 1953	41	0.31
Lennox & Addington.....	A-21-17	Camden Twp.....	Oct. 28, 1953	41	0.60
Lennox & Addington.....	A-21-25	Camden E. Twp.....	Feb. 10, 1954	41	0.26
Lennox & Addington.....	A-21-22	Richmond Twp.....	Feb. 10, 1954	41	0.34
Lennox & Addington.....	A-21-23	Richmond Twp.....	Feb. 10, 1954	41	0.27
Lincoln.....	A-22-17	Gainsborough Twp.....	Nov. 18, 1953	20	*
* mileage was previously reported acquired by Land Plan in 1944					
Lincoln.....	A-22-16	Gainsborough Twp.....	Nov. 18, 1953	57	0.60
Lincoln.....	A-22-18	Gainsborough Twp.....	Dec. 2, 1953	20	1.33
Muskoka.....	A-42-20	Morrison Twp.....	Dec. 23, 1953	11	0.45
Nipissing.....	A-48-17	Widdifield Twp.....	Sept. 16, 1953	17	0.58
Nipissing.....	A-48-18	Widdifield Twp.....	Feb. 18, 1954	63	0.15
Norfolk.....	A-24-23	Woodhouse Twp.....	Aug. 19, 1953	24	0.05
Norfolk.....	A-24-25	Townsend & Woodhouse Twp.....	Mar. 10, 1954	3	0.10
Northumberland.....	A-25-27	Cramahe Twp.....	Sept. 13, 1953	2	0.25
Ontario.....	A-26-39	Pickering Twp.....	Dec. 23, 1953	401	.....
Ontario.....	A-26-41	Pickering Twp.....	Mar. 1, 1954	7	1.50
Ontario.....	A-26-40	Whitby Twp.....	Mar. 17, 1954	7&12	.....
Parry Sound.....	A-49-8	Himsworth N. Twp.....	Dec. 23, 1953	11	0.80
Parry Sound.....	A-49-10	Wallbridge, Henvy & Mowat Twps.....	Feb. 10, 1954	69	18.0
Parry Sound.....	A-49-11	Himsworth N. Twp.....	Mar. 10, 1954	11	0.28
Peel.....	A-28-23	Toronto Twp.....	Aug. 19, 1953	122	1.30
Perth.....	A-29-31	Fullarton Twp.....	July 15, 1953	23	0.10
Perth.....	A-29-33	Easthope Twp.....	Dec. 9, 1953	7	0.40
Prescott.....	A-31-15	Alfred & Longueuil Twps.....	Feb. 10, 1954	17	*
Prescott.....	A-31-16	Plantagenet N. Twp.....	Feb. 10, 1954	17	*
Prescott.....	A-31-17	Plantagenet N. & Alfred Twps.....	Feb. 10, 1954	17	*
* mileage previously reported acquired by Land Plan in 1947					
Peterborough.....	A-30-41	Harvey Twp.....	July 15, 1953	36	1.24
Peterborough.....	A-30-45	Burleigh Twp.....	Sept. 2, 1953	28	0.82
Peterborough.....	A-30-51	Burleigh Twp.....	Sept. 15, 1953	28	1.32
Peterborough.....	A-30-47	Harvey & Burleigh Twps.....	Sept. 30, 1953	28	1.30
Rainy River.....	A-50-13	Potts & Mather Twp.....	Dec. 9, 1953	70	1.62
Rainy River.....	A-50-9	Doby, Mather Twps.....	Mar. 10, 1954	70	11.5
Rainy River.....	A-50-15	Morley & Dilke Twps.....	Mar. 10, 1954	71	4.40
Renfrew.....	A-33-44	Petawawa Twp.....	April 15, 1953	17	0.73
Simcoe.....	A-35-69	Innisfil Twp.....	April 15, 1953	11	0.49
Simcoe.....	A-35-71	Innisfil Twp.....	July 15, 1953	11	0.41
Simcoe.....	A-35-77	Sunnidale Twp.....	Oct. 7, 1953	26	0.50
Simcoe.....	A-35-76	Sunnidale Twp.....	Oct. 7, 1953	26	0.10
Simcoe.....	A-35-73	Vespra Twp.....	Oct. 7, 1953	26	0.09
Simcoe.....	A-35-72	Vespra Twp.....	Oct. 7, 1953	26	0.10
Simcoe.....	A-35-74	Vespra Twp.....	Oct. 7, 1953	26	0.27
Simcoe.....	A-35-78	Vespra Twp.....	Oct. 7, 1953	26	0.17
Simcoe.....	A-35-75	Flos Twp.....	Oct. 28, 1953	26	0.15
Simcoe.....	A-35-80	Tiny Twp.....	Dec. 2, 1953	27	0.10
Simcoe.....	A-35-82	Tiny & Tay Twps.....	Dec. 2, 1953	27	0.20
Simcoe.....	A-35-83	Flos Twp.....	Mar. 10, 1954	92	*
* mileage previously reported acquired by Land Plan in 1944					
Stormont.....	A-36-9	Roxborough & Finch Twps.....	Oct. 7, 1953	43	2.35
Stormont.....	A-36-5	Roxborough Twp.....	Oct. 7, 1953	43	1.12
Stormont.....	A-36-7	Roxborough Twp.....	Oct. 28, 1953	43	0.92
Sudbury.....	A-51-24	Graham, Dennison, Louise, Lorne and Nairn Twps.....	Mar. 1, 1954	17	20.75
Waterloo.....	A-38-44	Waterloo Twp.....	June 24, 1953	7&8	0.20
Waterloo.....	A-38-47	Waterloo Twp.....	Dec. 16, 1953	7	.....
Welland.....	A-39-33	Wainfleet Twp.....	Dec. 16, 1953	57	*
* mileage was previously reported acquired by Land Plan in 1940					
Wellington.....	A-40-35	Nichol Twp.....	April 15, 1953	6	.....

COUNTY OR DISTRICT	PLAN Nos.	LOCATION OF ROAD	DATE ASSUMED	Hwy. No.	MILES
Wellington.....	A-40-36	Peel & Nichol Twp.....	June 24, 1953	6	0.16
Wellington.....	A-40-43	Erin Twp.....	Oct. 28, 1953	24	.....
Wellington.....	A-40-37	Puslinch Twp.....	Nov. 18, 1953	6	0.26
Wellington.....	A-40-41	Puslinch Twp.....	Nov. 18, 1953	6	0.42
Wellington.....	A-40-39	Puslinch Twp.....	Nov. 18, 1953	6	0.30
Wellington.....	A-40-44	Guelph Twp.....	Dec. 16, 1953	7	0.29
Wentworth.....	A-41-56	Binbrook Twp.....	May 13, 1953	56	1.25
Victoria.....	A-37-40	Ops Twp.....	Dec. 2, 1953	7	0.19
Victoria.....	A-37-39	Ops Twp.....	Dec. 2, 1953	7	0.20
Victoria.....	A-37-41	Emily Twp.....	Feb. 10, 1954	7	0.23
York.....	A-42-74	Markham Twp.....	Oct. 28, 1953	7	0.23
York.....	A-42-75	Markham Twp.....	Oct. 28, 1953	7	0.13
York.....	A-42-76	Markham Twp.....	Oct. 28, 1953	7	0.18
York.....	A-42-77	York N.....	Oct. 28, 1953	401	0.28
York.....	A-42-78	Scarboro, Markham, Whitchurch, Gwillimbury E. & N., & Georgina Twps.....	Feb. 10, 1954	47	44.00
TOTAL.....					164.06

REVERSIONS

COUNTY OR DISTRICT	PLAN Nos.	LOCATION OF ROAD	DATE REVERTED	Hwy. No.	MILES
Brant.....	A-1-30	Burford Twp.....	June 22, 1953	2	0.22
Brant.....	A-1-33	Brantford Twp.....	Nov. 2, 1953	24	0.12
Brant.....	A-1-35	Brantford Twp.....	Feb. 8, 1954	24	.....
Bruce.....	A-2-21	Saugeen Twp.....	May 11, 1953	21	0.12
Bruce.....	A-2-24	Kincardine Twp.....	Nov. 16, 1953	21	0.40
Bruce.....	A-2-23	Kincardine Twp.....	Nov. 16, 1953	21	0.15
Bruce.....	A-2-25	Kincardine Twp.....	Nov. 16, 1953	9	0.32
Bruce.....	A-2-27	St. Edmund & Lindsay.....	Mar. 8, 1954	6	.....
Dufferin.....	A-4-13	Melancthon Twp.....	June 15, 1953	24	2.00
Dufferin.....	A-4-15	Mono & Mulmur Twp.....	Aug. 24, 1953	10	0.25
Elgin.....	A-7-29	Yarmouth Twp.....	Nov. 23, 1953	4	2.58
Frontenac.....	A-9-31	Pittsburgh Twp.....	Sept. 8, 1953	15	0.36
Glengarry.....	A-10-11	Kenyon Twp.....	Sept. 8, 1953	43	1.57
Glengarry.....	A-10-14	Lancaster Twp.....	Mar. 22, 1954	2	0.26
Grey.....	A-12-36	Thornbury Town.....	Dec. 28, 1953	26	1.50
Haldimand.....	A-13-15	Seneca Twp.....	April 27, 1953	56	0.33
Haldimand.....	A-13-23	Seneca Twp.....	Feb. 15, 1954	54	3.65
Haldimand.....	A-13-25	Walpole Twp.....	Feb. 22, 1954	3	1.05
Haldimand.....	A-13-19	Seneca Twp.....	Mar. 8, 1954	54	0.31
Haldimand.....	A-13-17	Seneca Twp.....	Mar. 8, 1954	54	0.27
Haldimand.....	A-13-21	Seneca Twp.....	Mar. 8, 1954	54	0.80
Haldimand.....	A-13-27	Cayuga N. Twp.....	Mar. 8, 1954	54	0.20
Halton.....	A-14-24	Esquesing & Trafalgar Twp.....	July 27, 1953	25	0.37
Halton.....	A-14-22	Esquesing Twp.....	July 27, 1953	25	0.17
Hastings.....	A-15-30	Hungerford Twp.....	July 27, 1935	37	*0.94
* This reversion was omitted in previous Annual Reports					
Hastings.....	A-15-64	Faraday Twp.....	June 22, 1953	62	0.14
Hastings.....	A-15-67	Thurlow Twp.....	Nov. 2, 1953	2	0.92
Hastings.....	A-15-69	Herschel & Faraday Twps.....	Nov. 16, 1953	62	0.86
Hastings.....	A-15-73	Hungerford Twp.....	Nov. 23, 1953	37	0.08
Hastings.....	A-15-76	Faraday Twp.....	Feb. 8, 1954	62	.....
Huron.....	A-16-39	Howick Twp.....	Nov. 2, 1953	87	0.71
Kent.....	A-17-40	Romney Twp.....	Mar. 8, 1954	3	0.35
Kent.....	A-17-43	Romney Twp.....	Mar. 22, 1954	3	0.90
Lanark.....	A-19-37	Drummond Twp.....	Feb. 15, 1954	15	0.36
Leeds.....	A-20-40	Crosby N. Twp.....	June 15, 1953	42	0.47
Leeds.....	A-20-38	Crosby N. Twp.....	June 15, 1953	42	0.35
Leeds.....	A-20-42	Crosby N. Twp.....	June 22, 1953	42	.....
Leeds.....	A-20-45	Kitley Twp.....	Nov. 2, 1953	29	1.40
Leeds.....	A-20-48	Kitley & Elmsley Twp.....	Nov. 2, 1953	29	0.33
Leeds.....	A-9-35	Bastard Twp.....	Mar. 5, 1954	15	0.81
Leeds.....	A-20-51	Elmsley S. Twp.....	Mar. 22, 1954	29	.....
Lennox & Addington.....	A-21-20	Camden & Sheffield Twps.....	Oct. 12, 1953	41	0.39

COUNTY OR DISTRICT	PLAN NOS.	LOCATION OF ROAD	DATE REVERTED	HWY. NO.	MILES
Lennox & Addington.....	A-21-18	Camden & Sheffield Twps.	Nov. 2, 1953	41	0.70
Lennox & Addington.....	A-21-24	Richmond Twp.	Dec. 28, 1953	41	0.27
Lennox & Addington.....	A-21-22	Richmond Twp.	Jan. 18, 1954	41	0.38
Lennox & Addington.....	A-21-26	Camden Twp.	Jan. 18, 1954	41	0.27
Muskoka.....	A-47-21	Morrison Twp.	Dec. 14, 1953	11	0.50
Nipissing.....	A-48-16	Strathy Twp.	Feb. 9, 1953	11	0.08
Norfolk.....	A-24-24	Woodhouse Twp.	July 20, 1953	24	0.05
Norfolk.....	A-24-26	Townsend & Woodhouse Twp.	Feb. 22, 1954	3	0.10
Oxford.....	A-27-30	Blenheim Twp.	June 22, 1953	2	0.08
Oxford.....	A-27-31	Oxford E. & Blandford Twp.	June 29, 1953	2	0.57
Parry Sound.....	A-49-9	Himsworth North Twp.	Dec. 21, 1953	11	0.82
Parry Sound.....	A-49-12	Himsworth North Twp.	Mar. 22, 1954	11	0.28
Perth.....	A-29-32	Fullarton & Mitchell N. Twp.	June 29, 1953	23	0.09
Perth.....	A-29-34	Logan & Mitchell Twp.	Dec. 14, 1953	23	0.32
Perth.....	A-29-36	Logan & Mitchell Twp.	Dec. 21, 1953	8	0.25
Perth.....	A-29-35	Logan & Mitchell Twp.	Dec. 21, 1953	8	0.50
Peterborough.....	A-30-42	Harvey Twp.	July 20, 1953	36	1.36
Peterborough.....	A-40-43	Smith Twp. & Peterborough City	Aug. 3, 1953	7	1.15
Peterborough.....	A-30-44	Smith Twp. & Peterborough City	Aug. 3, 1953	28	1.25
Peterborough.....	A-30-52	Burleigh Twp.	Sept. 8, 1953	28	1.40
Peterborough.....	A-30-46	Burleigh Twp.	Sept. 8, 1953	28	0.84
Peterborough.....	A-30-49	Burleigh Twp.	Sept. 21, 1953	28	0.47
Peterborough.....	A-30-48	Harvey Twp.	Sept. 21, 1953	28	0.73
Rainy River.....	A-50-14	Potts & Mather Twps.	July 13, 1953	70	1.65
Rainy River.....	A-50-10	Dobie & Mather Twps.	Feb. 8, 1954	70	5.00
Rainy River.....	A-50-11	Dobie & Mather Twps.	Feb. 8, 1954	70	7.00
Rainy River.....	A-50-12	Dobie & Mather Twps.	Feb. 8, 1954	70-A	11.00
Rainy River.....	A-50-18	Mather Twp.	Feb. 8, 1954	70&70A	6.20
Simcoe.....	A-35-79	Vespra Twp.	Oct. 12, 1953	26	0.18
Simcoe.....	A-35-81	Tiny Twp.	Dec. 7, 1953	27	0.13
Stormont.....	A-36-10	Finch & Roxborough Twp.	Oct. 12, 1953	43	3.10
Stormont.....	A-36-6	Roxborough Twp.	Oct. 12, 1953	43	1.30
Stormont.....	A-36-8	Roxborough Twp.	Nov. 2, 1953	43	1.17
Sudbury.....	A-51-25	Graham, Dennison, Louise and Nairn Twps.	Mar. 18, 1954	17	19.00
Sudbury.....	A-51-26	Lorne Twp.	Mar. 18, 1954	17	2.75
Thunder Bay.....	A-52-8	Crooks Twp.	May 11, 1953	61	0.30
Thunder Bay.....	A-52-10	Crooks Twp.	May 11, 1953	61	0.66
Victoria.....	A-37-7	Emily Twp.	Mar. 22, 1930	7	*0.32
* This reversion was omitted in previous Annual Reports					
Victoria.....	A-37-38	Verulam Twp.	July 13, 1953	36	0.08
Waterloo.....	A-38-45	Waterloo Twp. & Kitchener City	June 29, 1953	7-8	0.17
Waterloo.....	A-38-46	Kitchener City	June 29, 1953	7-8	0.17
Waterloo.....	A-38-48	Waterloo Twp.	Dec. 14, 1953	7	0.05
Welland.....	A-39-34	Wainfleet Twp. (Closing)	Feb. 8, 1954	57	0.20
Welland.....	A-39-35	Wainfleet Twp. (Closing)	Feb. 8, 1954	57	0.28
Wellington.....	A-40-42	Puslinch Twp.	Nov. 16, 1953	6	0.44
Wellington.....	A-40-38	Puslinch Twp.	Nov. 16, 1953	6	0.28
Wellington.....	A-40-40	Puslinch Twp.	Nov. 23, 1953	6	0.31
Wellington.....	A-40-45	Guelph Twp.	Dec. 14, 1953	7	0.30
Wentworth.....	A-41-57	Binbrook Twp.	April 27, 1953	56	1.30
York.....	A-42-79	York N. Twp.	Nov. 23, 1953	401	0.28
York.....	A-42-89	York North Twp.	Jan. 15, 1954	11A	0.90
York.....	A-42-96	York N. Twp.	Jan. 15, 1954	11	1.00
York.....	A-42-88	York N. Twp.	Jan. 15, 1954	11A	1.35
York.....	A-42-90	York N. Twp.	Jan. 15, 1954	5	0.85
York.....	A-42-84	York Twp.	Jan. 15, 1954	5	0.08
York.....	A-42-87	Etobicoke Twp.	Jan. 15, 1954	5	0.40
York.....	A-42-81	Etobicoke Twp.	Jan. 15, 1954	108	3.75
York.....	A-42-85	Etobicoke Twp.	Jan. 15, 1954	5	1.85
York.....	A-42-86	Etobicoke Twp.	Jan. 15, 1954	5	1.25
York.....	A-42-82	Etobicoke Twp.	Jan. 15, 1954	2	1.10
York.....	A-42-80	Scarborough Twp.	Jan. 15, 1954	109	4.80
York.....	A-42-91	Scarborough Twp.	Jan. 15, 1954	5	1.40

COUNTY OR DISTRICT	PLAN Nos.	LOCATION OF ROAD	DATE REVERTED	HWY. No.	MILES
York.....	A-42-95.....	Scarborough Twp.....	Jan. 15, 1954	2	0.70
York.....	A-42-92.....	Scarborough Twp.....	Jan. 15, 1954	2	0.90
York.....	A-42-94.....	Scarborough Twp.....	Jan. 15, 1954	2	7.00
York.....	A-42-83.....	Swansea Village.....	Jan. 15, 1954	5	0.30

TOTAL..... 129.72

APPENDIX No. 3A

SCHEDULE OF PLANS DESIGNATED AS KING'S HIGHWAY

COUNTY OR DISTRICT	PLAN Nos.	LOCATION OF ROAD	DATE DESIGNATED	HWY. No.	MILES
Muskoka.....	P-2949-4.....	Draper Twp.....	June 3, 1953	11	2.18
Muskoka.....	P-2215-18.....	Macaulay Twp.....	June 3, 1953	11	8.78
Muskoka.....	P-2626-31.....	Muskoka Twp.....	June 3, 1953	11	6.54
Muskoka.....	P-2121-14.....	Stephenson Twp.....	June 3, 1953	11	2.71
Nipissing.....	P-2794-5.....	Commanda Twp.....	Nov. 26, 1953	11	0.51
Nipissing.....	P2785-27.....	Widdifield Twp.....	Nov. 26, 1953	11	4.53
Nipissing.....	P-2136-24.....	West Ferris Twp.....	Nov. 26, 1953	11	3.29
Oxford.....	P3062-2.....	Dereham Twp.....	Mar. 11, 1954	401	2.11
Oxford.....	P-3046-2.....	East Oxford Twp.....	Mar. 11, 1954	401	5.04
Oxford.....	P-3057-7.....	West Oxford Twp.....	Mar. 11, 1954	401	9.30
Russell.....	P-1775-16.....	Clarence Twp.....	June 23, 1953	17	9.88
Russell.....	P-1863-17.....	Cumberland Twp.....	June 23, 1953	17	9.99
York.....	P-2948-23.....	Etobicoke Twp.....	Feb. 4, 1954	401	3.30
York.....	P-2770-205.....	North York Twp.....	Feb. 4, 1954	401	4.71

TOTAL..... 72.87

APPENDIX

BRIDGES COMPLETED

NAME	TYPE	SPAN	ROAD
Bayview Ave. Overpass.....	Concrete rigid frame.....	1 @ 57'4 $\frac{3}{4}$ ".....	Highway 401 Toronto By-pass.....
Beatty Creek.....	Creosoted timber trestle.....	2 @ 13'6", 1 @ 16'..	Secondary Road Powassan-Restoule.....
Belle River.....	Concrete rigid frame girder ..	1 @ 80'.....	Highway No. 401 Tilbury-Windsor.....
Big Creek.....	Concrete rigid frame.....	2 @ 45'.....	Highway No. 401 Tilbury-Windsor.....
Black Creek..... (Grimsthorpe)	Creosoted timber trestle.....	2 @ 17'3" 1 @ 20'0".....	Township Road..... Highway No. 27.....
Bloor St. Underpass.....	Composite steel & concrete R.F. with C.R.F. approaches	42'-118'-42".....	Toronto By-pass.....
Bobcaygeon N. Bridge..... (Bobcaygeon River)	Concrete rigid frame.....	2 @ 55'.....	Highway No. 36 Town of Bobcaygeon.....
Brandon's Bridge..... (Selby Creek)	Steel beam—concrete deck...	1 @ 48'.....	Highway No. 41 Napanee-Kaladar.....
Brule Creek.....	Creosoted timber truss.....	1 @ 28'.....	Township Road Mokamon Road-Hwy. 17
Burleigh Falls Bridge..... (Burleigh River)	Multiple span reinforced concrete "T" beams.....	51'0" 81'0" 51'0".....	Highway No. 28 Peterborough-Bancroft...
Burnhamthorpe Road Underpass.....	Composite steel & conc. R.F. with C.R.F. approaches.....	42' 118'-42'.....	Highway No. 27 Toronto-By-pass.....
Dead Horse Creek.....	Concrete barrel arch.....	1 @ 30'.....	Highway No. 17-T.C.H. Schreiber-Marathon...
Dixie Road Underpass.....	Concrete R.F. girder ..	48'-96'-48'.....	Queen Elizabeth Way Toronto-Hamilton.....
Dixon Road Overpass.....	Concrete rigid frame.....	1 @ 65'-97'8".....	Highway No. 401 Toronto-By-pass.....
Driftwood River (Monteith Bridge)	Steel beam, timber deck, timber trestle approaches.....	13 @ 15'0" 1 @ 52'3".....	Highway No. 11 Matheson-Porquiss Jct. Village Monteith.....
Duck Creek.....	Concrete rigid frame.....	1 @ 30'0".....	Highway No. 401 Tilbury-Windsor.....
Etobicoke Creek Bridge..... (Widening)	Concrete arch main span concrete R.F. girder approach spans.....	1 @ 90', 2 @ 30'.....	Queen Elizabeth Way Toronto-Hamilton.....
Etobicoke Twp. C.N.R. Overhead.....	Concrete rigid frame.....	1 @ 41' 27'8".....	Highway No. 401 Toronto By-pass.....
Etobicoke Twp. Grade Separation.....	Concrete rigid frame.....	1 @ 75' 21 $\frac{1}{8}$ ".....	Highway No. 401-Toronto By-pass at Hwy. 27.....
Finch Bridge..... (Payne River)	Concrete rigid frame.....	2 @ 45'.....	Highway No. 43 Dunbar-Alexandria.....
French River.....	Steel beams—concrete deck.....	2 @ 36'2" 1 @ 59'2".....	Highway No. 120 Atikokan-Shebandowan...
Greens Creek Extension.....	Concrete rigid frame Extensions.....	50'0".....	Highway No. 17.....
Harmony Creek.....	Creosoted timber trestle.....	2 @ 13'6" 5 @ 16'.....	Service Road for Highway No. 401 at Oshawa.....
Humber River Bridge....	Continuous concrete girder and slab.....	50'-70'-50'.....	Highway No. 401 Toronto By-pass.....
Humber River Bridge (Palgrave)	Concrete rigid frame extensions to existing steel beam and slab.....	1 @ 36'9" 1 @ 150'0".....	Highway 50 at Palgrave..... Highway No. 11.....
High Falls Bridge (Muskoka River)	Steel through truss.....	1 @ 109'6".....	Toronto-North Bay.....
Islington Ave. Underpass.....	Composite steel and concrete rigid frame.....	1 @ 109'6".....	Highway No. 401 Toronto By-pass.....
Kagawong River Bridge.....	Steel beams on timber cribs...	1 @ 21'0" 1 @ 60'0".....	Township Road..... Highway No. 120.....
Kashabowie River Bridge	Steel beams concrete deck.....	1 @ 60'0".....	Atikokan-Shebandowan...
Kipling Ave. Underpass ..	Concrete rigid frame.....	2 @ 58'7 16".....	Highway No. 401 Toronto By-pass.....
Levase R. & C.P.R. Overhead	Steel beam (simple spans).....	53'11", 55'1" 53'1 $\frac{1}{2}$ ", 35'0".....	Highway No. 11.....
Little Pic.....	Bailey Bridge, laminated app. spans ..	2 @ 40', 1 @ 100' 1 @ 9'6", 1 @ 10'6".....	Highway No. 17 T.C.H. Highway No. 21.....
Lucknow River Bridge ..	Concrete rigid frame.....	1 @ 60'0".....	Goderich-Kincardine.....
McKenzie Creek (Oakland)	Concrete rigid frame box.....	2 @ 15'0".....	Hwy. No. 24-Village of Oakland.....
Markham Road Overpass ..	Concrete rigid frame.....	1 @ 57'3".....	Highway No. 401 Toronto By-pass.....
Midland Ave. Overpass.....	Concrete rigid frame.....	1 @ 50'.....	Highway No. 401 Toronto By-pass.....

No. 4

DURING 1953

TOWNSHIP	LOT	CONCESSION	COUNTY OR DISTRICT	DIVISION
N. York.....	14.....	II.....	York.....	6
Nipissing.....	14.....	IX.....	Parry Sound.....	13
Rochester & Maidstone..	16-17.....	I.....	Essex.....	1
Tilbury N.....	17.....	IV.....	Essex.....	1
Campbell.....	10-11.....	XIII.....	Manitoulin.....	17
Etobicoke.....	10-11.....	I-V.....	York.....	6
Verulam.....	16.....	X.....	Victoria.....	7
Richmond.....	21-22.....	III.....	Lennox & Addington.....	8
Conmee.....	8.....	VI.....	Thunder Bay.....	19
Burleigh.....	4.....	I.....	Peterborough.....	7
Etobicoke.....	20-21.....	I-II.....	York.....	6
No. 80.....			Thunder Bay.....	19
Toronto.....	5-6.....	I-II S.D.S.....	Peel.....	6
Etobicoke.....	21-22.....	I.....	York.....	6
Walker.....	S-12-12.....	II.....	Cochrane.....	14
Rochester.....	16-17.....	I.....	Essex.....	1
Toronto & Etobicoke.....	3.....	I-I S.D.S.....	Peel.....	6
	13.....	II.....	York.....	
Etobicoke.....	24-25.....	A.....	York.....	6
Etobicoke.....	18-19.....	II Fronting Humber...	York.....	6
Finch.....	15.....	III.....	Stormont.....	9
Unsurveyed.....			Thunder Bay.....	19
Gloucester.....	13.....	I.....	Carlton.....	9
Whitby E.....	4.....	B.F.....	Ontario.....	6
N. York.....	10.....	V.....	York.....	6
and Etobicoke.....	25.....	B.....		
Albion.....	28.....	VI-VII.....	Peel.....	6
Macauley.....	9.....	VI.....	Muskoka.....	11
Etobicoke.....	25.....	A-B F.H.....	York.....	6
Billings.....	28.....	XVI.....	Manitoulin.....	17
Haines.....			Thunder Bay.....	19
Etobicoke.....	23-24.....	1-A.....	York.....	6
W. Ferris.....	32-33.....	XIV.....	Nipissing.....	13
78.....			Thunder Bay.....	19
Ashfield.....	3.....	III.....	Huron.....	3
Oakland.....	6.....	I.....	Brant.....	2
Scarborough.....	18-19.....	II.....	York.....	6
Scarborough.....	26-27.....	II.....	York.....	6

APPENDIX

BRIDGES COMPLETED

NAME	TYPE	SPAN	ROAD
Mimico Creek Bridge.....	Concrete barrel arch.....	1 @ 45'.....	Highway No. 401 Toronto By-pass East bound Lane at Highway No. 27.....
Mimico Creek Bridge.....	Concrete barrel arch.....	1 @ 45'.....	Highway No. 401 Toronto By-pass, West bound lane at Highway No. 27.....
Orillia C.N.R. Overhead.....	Concrete Rigid frame.....	38'0".....	Highway No. 11 Orillia By-pass.....
Osprige Bridge..... (Eramosa River)	Concrete rigid frame.....	50'0".....	Highway No. 24 Guelph-Erin.....
Park Bridge..... (Eels Creek)	Steel beam-concrete deck.....	58'0".....	Highway No. 28 Burleigh Falls-Aspley.....
Pickering River Bridge.....	Timber trestle- laminated deck.....	7 @ 16'0"..... 2 @ 13'3".....	Highway No. 120 Atikokan-Shebandowan.....
Pine River Bridge.....	Cresoted timber truss on timber cribs.....	1 @ 20', 1 @ 60'.....	Pardee Township Road Pearson Loop-Hwy. 61.....
Revell River.....	Cresoted trestle, laminated deck.....	2 @ 13'3"..... 2 @ 16'.....	Highway No. 17-T.C.H. Dryden-Fort William.....
Ruscom River.....	Concrete rigid frame girder.....	1 @ 80'0".....	Highway No. 401 Tilbury-Windsor.....
St. Clair Ave. Underpass.....	Composite steel & concrete R.F. with C.R.F. approaches.....	42'-118'-42'.....	Highway No. 27 Toronto By-pass.....
Severn River Bridge.....	Concrete rigid frame.....	29'7", 35'2", 29'7"....	Highway No. 11 Washago By-pass.....
Springmount Bridge..... (Pottawattami River)	Steel beam, concrete deck.....	32'0".....	Highway No. 21 Owen Sound-Springmount
Steel River Bridge.....	Bailey bridge, timber approaches.....	2 @ 110', 1 @ 100' 1 @ 9'6", 1 @ 10'6"....	Highway No. 17 T.C.H.....
Strawberry Creek.....	Timber cribs.....	1 @ 40'.....	Highway No. 17A-North Township Road
Thompson's Bridge..... (Selby Creek)	Steel beams and concrete deck.....	36'0".....	Highway No. 41 Napanee-Kaladar.....
Yonge St. Overpass.....	Steel beam, concrete slab.....	2 @ 54'5".....	Highway No. 401 & 11 Toronto By-pass.....

No. 4

DURING 1953

TOWNSHIP	LOT	CONCESSION	COUNTY OR DISTRICT	DIVISION
Etobicoke.....	17.....	II.....	York.....	6
Etobicoke.....	19.....	II.....	York.....	6
Orillia S.....	3.....	VI-VII.....	Simcoe.....	6
Erin.....	13.....	III.....	Wellington.....	5
Burleigh.....	15.....	VII.....	Peterborough.....	10
Unsurveyed.....			Thunder Bay.....	19
Pardee.....	9.....	IV-V.....	Thunder Bay.....	19
Hodgson.....			Kenora.....	20
Rochester.....	18-19.....	VI.....	Essex.....	1
Etobicoke.....	20-21.....	II-III.....	York.....	6
Orillia N.....	22.....	XV.....	Simcoe.....	6
Derby.....	17.....	IV.....	Grey.....	5
81.....			Thunder Bay.....	19
Ware.....	N. ½ 11.....	II.....	Thunder Bay.....	19
Richmond.....	21-22.....	III.....	Lennox and Addington.....	8
N. York.....	13.....	1 E, 1 W.....	York.....	6

APPENDIX No. 5

COUNTIES

Chronological Summary of Road Expenditure and Provincial Subsidy

YEAR	NUMBER OF COUNTIES	APPROVED EXPENDITURE	GOVERNMENT SUBSIDY
1903.....	4	\$ 166,149.06	\$ 55,383.02
1904.....	7	291,085.42	97,028.48
1905.....	6	179,593.62	59,864.53
1906.....	8	247,102.37	82,367.45
1907.....	14	383,518.86	127,839.62
1908.....	15	429,393.57	143,131.16
1909.....	16	440,374.08	146,791.36
1910.....	17	553,312.61	184,437.54
1911.....	19	712,072.52	237,357.50
1912.....	20	898,631.18	299,543.69
1913.....	20	847,684.15	282,561.35
1914.....	20	785,521.93	261,840.61
1915.....	20	811,540.05	270,513.34
1916.....	21	955,447.19	327,663.76
1917.....	30	1,338,341.87	483,621.32
1918.....	36	2,226,899.70	815,440.01
1919.....	37	5,714,937.19	2,623,719.24
1920.....	37	7,956,863.72	3,626,418.08
1921.....	37	11,078,288.39	5,119,882.26
1922.....	37	9,162,491.79	4,258,339.83
1923.....	37	7,403,509.96	3,418,523.07
1924.....	37	6,861,451.62	3,214,321.50
1925.....	37	6,608,431.04	3,222,678.10
1926.....	37	5,838,445.12	2,913,660.96
1927.....	37	7,424,464.85	3,706,719.88
1928.....	37	8,784,420.42	4,360,222.86
1929.....	37	9,212,758.04	4,591,110.16
1930.....	37	8,929,424.27	4,463,527.11
1931.....	37	7,265,350.65	3,625,860.66
1932.....	37	4,214,410.70	2,106,457.18
1933.....	37	3,058,622.91	1,529,228.37
1934.....	37	3,391,768.96	1,695,291.35
1935.....	37	3,107,215.32	1,553,273.39
1936.....	37	3,438,188.53	1,718,944.63
1937.....	37	4,062,753.39	2,031,372.49
1938.....	37	4,686,333.38	2,342,971.65
1939.....	37	4,775,109.01	2,387,240.73
1940.....	37	4,496,702.25	2,247,977.06
1941.....	37	4,805,301.60	2,402,650.75
1942.....	37	3,221,505.02	1,610,752.54
1943.....	37	3,951,745.47	1,975,872.73
1944.....	37	4,675,028.89	2,365,507.20
1945.....	37	5,692,079.85	2,898,135.97
1946.....	37	7,392,946.45	3,769,755.43
1947.....	37	9,597,750.67	5,064,601.24
1948.....	37	11,345,808.93	6,176,598.43
1949.....	37	12,645,251.23	6,949,735.96
1950.....	37	12,863,429.71	6,923,703.44
1951.....	37	15,136,060.35	8,058,376.21
1952.....	37	17,373,344.83	9,276,797.84
1953.....	37	16,404,875.09	8,822,596.50
TOTALS TO DATE.....		\$273,893,737.78	\$136,928,209.54

APPENDIX No. 6

COUNTY ROAD MILEAGES AND EXPENDITURES

From Inception of County Road Systems to December 31st, 1953
Provincial Subsidies on 1953 Expenditures being paid in the 1953-54 Fiscal Year

COUNTY	Year of Estab- lish- ment of System	ROAD MILEAGES			Total Approved Expenditure to end of 1952	Total Government Grant
		County Roads	County Sub- urban Roads	Total		
Brant.....	1917	86.79	30.00	116.79	\$ 4,590,227.31	\$ 2,339,979.64
Bruce.....	1917	309.08	.....	309.08	6,983,007.53	3,576,826.23
Carleton.....	1910	137.15	94.30	231.45	11,793,219.99	5,817,826.82
Dufferin.....	1918	166.20	.....	166.20	2,894,327.16	1,423,407.06
Elgin.....	1917	262.70	19.80	282.50	6,307,335.26	3,161,001.27
Essex.....	1916	202.85	45.00	247.85	9,830,378.67	4,974,092.36
Frontenac.....	1907	126.45	38.80	165.25	3,254,990.83	1,595,222.11
Grey.....	1918	324.20	35.00	359.20	7,665,213.74	3,872,544.15
Haldimand.....	1912	164.40	.....	164.40	6,185,670.84	3,079,691.33
Halton.....	1907	144.66	.....	144.66	4,299,715.38	2,087,208.68
Hastings.....	1904	277.39	6.20	283.59	5,888,994.72	2,850,258.81
Huron.....	1917	388.20	.....	388.20	6,944,372.08	3,542,884.01
Kent.....	1917	328.92	9.51	338.43	12,018,713.84	6,315,133.36
Lambton.....	1918	219.80	14.35	234.15	5,710,844.62	2,853,706.57
Lanark.....	1903	222.10	6.00	228.10	5,003,593.43	2,498,312.37
Leeds & Grenville.....	1910	325.88	21.70	347.58	6,922,419.78	3,349,206.96
Lennox & Addington..	1906	170.21	.....	170.21	4,624,670.48	2,349,593.98
Lincoln.....	1904	171.90	15.85	187.75	7,326,110.36	3,487,568.46
Middlesex.....	1906	447.25	64.25	511.50	10,849,178.14	5,414,635.30
Norfolk.....	1917	240.30	.....	240.30	7,370,777.12	3,661,204.59
Northumberland & Durham.....	1918	297.30	12.75	310.05	6,386,125.08	3,230,643.44
Ontario.....	1918	222.73	16.94	239.67	5,050,045.47	2,546,072.45
Oxford.....	1904	206.90	10.20	217.10	6,495,590.19	3,117,226.45
Peel.....	1907	144.94	.....	144.94	6,330,444.42	3,141,026.74
Perth.....	1907	206.75	23.90	230.65	4,486,779.19	2,235,079.03
Peterborough.....	1919	132.80	69.00	201.80	3,510,368.10	1,862,841.45
Prescott & Russell.....	1917	336.53	.....	336.53	8,414,530.25	4,084,096.22
Prince Edward.....	1907	189.63	.....	189.63	3,930,865.58	1,912,785.23
Renfrew.....	1918	228.30	.....	228.30	6,043,492.09	3,091,784.38
Simcoe.....	1903	268.50	.....	268.50	8,076,371.80	3,978,561.40
Stormont, Dundas & Glengarry.....	1917	433.80	28.50	462.30	10,591,852.45	5,296,706.15
Victoria.....	1917	227.20	.....	227.20	4,824,565.38	2,483,363.94
Waterloo.....	1908	135.39	71.51	206.90	8,099,289.61	4,099,479.12
Welland.....	1912	146.00	18.00	164.00	8,184,330.13	3,956,303.73
Wellington.....	1903	342.90	32.50	375.40	9,144,682.26	4,706,160.79
Wentworth.....	1903	130.48	60.45	190.93	8,336,355.34	4,049,124.41
York.....	1911	100.12	251.34	351.46	29,524,289.16	14,886,650.55
TOTALS.....		8,466.70	995.85	9,462.55	\$273,893,737.78	\$136,928,209.54

APPENDIX

SUMMARY OF COUNTY

(Government Subsidies paid

NAME OF COUNTY	ROADS		BRIDGES AND CULVERTS (For 80% Subsidy)	
	Construction	Maintenance	Construction	Maintenance
Brant.....	\$ 129,848.05	\$ 65,697.97	\$ 40,030.11	\$ 3,263.42
Bryce.....	159,136.13	130,336.45	23,444.35	16,100.68
Carleton.....	153,969.91	248,747.78	65,252.84	22,919.94
Dufferin.....	53,533.97	89,980.12	103.00	3,389.79
Elgin.....	20,273.00	324,748.45	11,684.67	18,664.88
Essex.....	161,860.94	238,563.64	85,145.91	26,531.15
Frontenac.....	16,426.81	121,276.79	9,213.04	3,021.86
Grey.....	99,426.87	258,385.43	35,199.03	11,851.72
Haldimand.....	211,518.60	89,845.03	31,807.12	3,101.97
Halton.....	50,471.58	170,957.45	151.35	4,347.14
Hastings.....	71,979.44	151,377.48	13,296.36	6,645.69
Huron.....	98,870.94	197,354.91	87,166.29	11,961.31
Kent.....	466,688.14	159,601.58	17,778.04	29,058.75
Lambton.....	265,074.71	125,901.12	45,870.14	12,907.89
Lanark.....	35,566.43	119,740.56	28,376.03	14,959.74
Leeds and Grenville.....	92,783.45	188,427.25	2,320.98	10,062.99
Lennox and Addington.....	13,787.95	152,249.48	36,408.68	1,741.68
Lincoln.....	127,954.92	131,103.73	42,103.18	2,660.27
Middlesex.....	526,648.30	298,203.94	141,690.55	12,990.33
Norfolk.....	148,514.56	197,047.16	42,026.94	8,721.76
Northumberland and Durham.....	135,908.21	173,407.86	24,526.90	1,692.03
Ontario.....	199,762.57	150,115.88	4,925.25	6,369.43
Oxford.....	125,382.00	200,508.17	9,542.23	12,046.13
Peel.....	117,950.58	296,036.76	28,244.55	7,627.13
Perth.....	82,671.42	159,268.75	48,366.13	473.10
Peterborough.....	86,305.66	134,379.72	12,407.82	16,296.65
Prescott and Russell.....	127,706.97	239,365.40	20,767.96	8,313.14
Prince Edward.....	71,099.80	88,903.54	5,198.51	6,915.37
Renfrew.....	80,512.59	165,548.78	143,404.04	4,619.33
Simcoe.....	159,834.88	290,955.76	24,201.57	1,827.65
Stormont, Dundas and Glengarry.....	171,241.34	215,479.85	41,446.87	14,642.10
Victoria.....	48,561.13	121,423.98	61,208.80	2,834.55
Waterloo.....	101,133.84	210,330.48	131,042.03	11,811.05
Welland.....	256,129.96	134,804.25	28,419.28	22,208.06
Wellington.....	1,287.54	394,850.60	233,963.95	20,818.49
Wentworth.....	162,491.29	256,584.03	8,362.50	20,379.87
York.....	812,501.00	998,565.45	50,857.48	47,465.07
TOTALS.....	\$5,644,815.48	\$7,690,075.58	\$1,635,954.48	\$ 431,242.11

No. 7

ROAD EXPENDITURES—1953

in the 1953-1954 Fiscal Year)

WINTER CONTROL (Maintenance)	APPROVED EXPENDITURE			GOVERNMENT SUBSIDY 50% and 80%
	Construction	Maintenance	Total	
\$ 9,577.19	\$ 169,878.16	\$ 78,538.58	\$ 248,416.74	\$ 137,196.42
25,172.84	182,580.48	171,609.97	354,190.45	188,958.74
32,806.39	219,222.75	304,474.11	523,696.86	288,300.26
14,241.97	53,636.97	107,611.88	161,248.85	81,672.26
8,081.86	31,957.67	351,495.19	383,452.86	200,831.29
7,597.19	247,006.85	272,691.98	519,698.83	293,352.53
12,616.36	25,639.85	136,915.01	162,554.86	84,947.90
69,398.02	134,625.90	339,635.17	474,261.07	251,245.75
3,701.56	243,325.72	96,648.56	339,974.28	180,459.87
13,362.61	50,622.93	188,667.20	239,290.13	120,994.61
26,069.49	85,275.80	184,092.66	269,368.46	140,666.85
22,780.01	186,037.23	232,096.23	418,133.46	238,805.01
2,714.95	484,466.18	191,375.28	675,841.46	351,971.77
7,306.45	310,944.85	146,115.46	457,060.31	246,163.56
18,945.34	63,942.46	153,645.64	217,588.10	121,794.78
14,430.37	95,104.43	212,920.61	308,205.04	157,727.71
5,623.62	50,196.63	159,614.78	209,811.41	116,350.82
18,984.90	170,058.10	152,748.90	322,807.00	174,832.53
20,195.28	668,338.85	331,389.55	999,728.40	546,268.46
18,060.59	190,541.50	223,829.51	414,371.01	222,410.12
30,255.52	160,435.11	205,355.41	365,790.52	190,760.94
20,593.70	204,687.82	177,079.01	381,766.83	194,271.81
23,181.14	134,924.23	235,735.44	370,659.67	191,806.35
48,688.84	146,195.13	352,352.73	498,547.86	260,035.43
8,672.51	131,037.55	168,414.36	299,451.91	161,377.72
8,904.78	98,713.48	159,581.15	258,294.63	137,758.66
25,283.10	148,474.93	272,961.64	421,436.57	219,442.62
9,006.83	76,298.31	104,825.74	181,124.05	94,196.19
11,739.69	223,916.63	181,907.80	405,824.43	247,319.23
39,791.19	184,036.45	332,574.60	516,611.05	266,114.29
30,045.63	212,688.21	260,167.58	472,855.79	253,254.59
20,714.24	109,769.93	144,972.77	254,742.70	146,584.35
57,739.96	232,175.87	279,881.49	512,057.36	298,884.60
12,989.34	284,549.24	170,001.65	454,550.89	242,463.65
88,633.92	235,251.49	504,303.01	739,554.50	446,211.98
34,841.55	170,853.79	311,805.45	482,659.24	249,952.33
180,038.51	863,358.48	1,226,069.03	2,089,427.51	1,074,210.52
\$1,002,787.44	\$7,280,769.96	\$9,124,105.13	\$16,404,875.09	\$8,822,596.50

Plus 1954 Expenditure paid in 1953-54 Fiscal Year..... 26,780.56

Subsidy Paid in Fiscal Year 1953-54..... \$8,849,377.06

APPENDIX No. 8**ORGANIZED TOWNSHIPS****Chronological Summary of Road Expenditure and Provincial Subsidy
Including Improvement Districts, Indian Reserves and Provincial Parks**

YEAR	NO. OF TOWNSHIPS	APPROVED EXPENDITURE	SUBSIDY
1920 to 1934	172-352	\$ 58,394,540.06	\$ 18,743,070.89
1935	353	2,945,424.37	1,233,806.48
1936	357	2,988,617.38	1,251,632.43
1937	358	3,857,518.61	1,943,344.98
1938	574	4,826,905.00	2,553,837.97
1939	583	5,392,981.59	2,865,752.12
1940	584	4,505,295.63	2,411,064.90
1941	584	5,452,286.74	2,917,816.44
1942	583	3,698,301.35	1,978,368.31
1943	584	5,512,990.52	2,929,508.15
1944	585	6,263,799.90	3,400,704.29
1945	596	7,696,533.87	4,177,608.83
1946	602	9,366,654.59	5,131,432.11
1947	604	12,562,798.76	7,064,222.50
1948	606	13,688,529.08	7,763,289.85
1949	609	15,262,451.16	8,658,125.77
1950	610	15,852,838.23	8,944,246.08
1951	610	18,774,705.27	10,544,324.37
1952	614	21,261,356.88	11,966,206.37
1953	615	20,448,782.51	11,477,684.36
TOTAL.....		\$238,753,311.50	\$117,956,047.20

NOTE: 572 Townships, 14 Improvement Districts, 27 Indian Reserves and 2 Provincial Parks represented in the above expenditures for 1953.

APPENDIX No. 9**CITIES, TOWNS AND VILLAGES****Chronological Summary of Road Expenditure and Provincial Subsidy**

YEAR	NO. OF URBAN MUNICIPALITIES	APPROVED EXPENDITURE	SUBSIDY
1947	324	\$ 5,334,316.72	\$ 2,667,158.49
1948	327	5,614,300.68	2,807,150.46
1949	330	12,194,258.56	4,550,703.10
1950	331	12,834,506.55	4,823,922.36
1951	334	15,956,137.03	5,931,088.54
1952	333	15,898,102.64	5,946,052.04
1953	335	17,598,631.85	6,890,106.26
TOTALS.....		\$85,430,254.03	\$33,616,181.25

SIDEWALK CONSTRUCTION 1953-54**(Under Part IX, Section 100, The Highway Improvement Act)**

Ellice Township, Hamlet of Rostock.....	\$ 562.50
King Township, Hamlet of Nobleton.....	1,050.00
Adjala Township, Hamlet of Colgan.....	700.00
Binbrook Township, Village of Binbrook.....	427.41
North York Township, Bathurst Street.....	6,944.43
Russell Township, Villages of Embrun and Russell.....	1,429.04
Whitby East Township, Hamlet of Columbus.....	300.00
Hawkesbury Township, Villages of Chute a Blondeau, St. Eugene and St. Anne.....	1,804.56
Niagara Township, Hamlet of Virgil.....	673.09
Niagara Township, Hamlet of Virgil.....	971.98
Stamford Township, Montrose Rd. west-side (County Road No. 9).....	481.08
Stamford Township, Portage Rd. west-side (Suburban Rd. No. 3).....	108.18
Tilbury Township, Village of Stoney Point.....	810.70
Lochiel Township, Hamlet of Dalkeith.....	101.50
Scarborough Township, Markham Rd. west-side (County Rd. No. 23).....	383.08
Normanby Township, Village of Ayton.....	1,323.67
Gower N. Township, Hamlet of Kars.....	461.80
Fitzroy Township, Hamlet of Fitzroy Harbour.....	298.04
Ernestown Township, Hamlet of Odessa.....	525.00
Grey Township, Hamlet of Ethel.....	141.50
Cambridge Township, Village of St. Albert.....	174.30
Wolford Township, Hamlets of Jasper and Easton's Corners.....	2,499.00
TOTAL.....	\$22,170.86

APPENDIX No. 10

MILEAGE OF URBAN ROAD SURFACES AT THE END OF 1953
ROADS UNDER LOCAL AUTHORITY

COUNTY	Earth	Gravel or Stone	Surface Treated Gravel or Stone	Low-cost Bitumi- nous Surfaces	Mix. Mac. or Asphaltic Concrete	Cement Concrete Frick, etc.	Total
Brant.....	2.13	48.81	.....	6.20	15.61	11.47	84.22
Bruce.....	7.25	67.89	18.67	17.33	6.66	.....	118.00
Carleton.....	51.93	11.70	115.03	134.17	100.44	.....	413.27
Dufferin.....	2.65	14.80	2.09	.77	7.04	4.64	31.99
Elgin.....	12.10	14.10	19.30	23.80	28.60	3.10	101.00
Essex.....	105.13	91.96	28.76	33.61	102.13	185.84	547.43
Frontenac.....	.82	19.37	1.91	15.43	43.16	.30	80.99
Grey.....	12.81	40.97	47.69	26.12	17.92	8.59	154.10
Haldimand.....	7.50	15.25	3.03	12.71	18.68	.28	57.45
Halton.....	.49	39.50	7.59	6.44	11.58	12.30	77.90
Hastings.....	5.45	10.52	8.50	36.98	11.21	.13	72.79
Huron.....	6.45	20.32	50.12	37.90	6.77	5.73	127.29
Kent.....	2.49	26.97	36.63	8.81	55.29	26.46	156.65
Lambton.....	31.89	46.98	81.56	27.06	30.82	13.18	231.49
Lanark.....	12.32	17.44	13.10	26.47	29.20	1.00	99.53
Leeds and Grenville.	15.70	15.70	9.30	31.70	17.85	3.30	93.55
Lennox and Addington.....	1.00	9.39	2.60	6.50	2.60	3.40	25.49
Lincoln.....	3.10	36.90	3.15	17.75	37.13	37.19	135.22
Middlesex.....	13.20	58.10	96.10	67.30	.....	6.40	241.10
Norfolk.....	7.50	13.80	25.70	20.20	3.40	3.20	73.80
Northumberland and Durham.....	25.40	47.50	50.80	21.50	36.80	6.40	188.40
Ontario.....	25.92	42.64	71.80	38.59	4.18	45.23	228.36
Oxford.....	6.50	30.90	30.20	49.10	12.30	11.50	140.50
Peel.....	1.83	23.73	.....	11.14	10.04	1.02	47.76
Perth.....	30.16	23.00	21.60	23.71	27.51	8.78	134.76
Peterborough.....	5.90	21.40	49.20	11.30	21.20	3.10	112.10
Prescott and Russell.	3.50	6.05	7.22	5.96	5.10	.50	28.33
Prince Edward.....	.60	5.70	8.00	1.30	5.00	.....	20.60
Renfrew.....	12.35	19.20	26.30	6.03	20.91	.15	84.94
Simcoe.....	23.68	135.72	34.91	8.24	27.81	12.52	242.88
Stormont, Dundas and Glengarry.....	4.22	5.97	9.00	20.59	4.86	18.22	62.86
Victoria.....	3.00	16.00	24.80	3.40	28.75	.....	75.95
Waterloo.....	91.69	8.17	88.67	61.11	80.53	16.96	347.13
Welland.....	6.83	26.76	18.10	74.02	58.12	14.68	198.51
Wellington.....	12.17	44.52	64.14	15.22	12.88	32.78	181.71
Wentworth.....	3.60	40.40	26.00	86.90	175.41	1.33	333.64
York.....	25.15	67.35	10.74	11.78	593.95	38.12	747.09
TOTALS—Counties.	584.41	1,185.48	1,112.51	1,007.14	1,671.44	537.80	6,098.78
DISTRICTS							
Algoma.....	44.00	30.50	10.00	13.75	20.50	6.00	124.75
Cochrane.....	3.07	26.05	21.00	33.69	3.14	5.26	92.21
Haliburton.....	.....	.....	.....	.....	.....	.....	.....
Kenora.....	.....	21.32	22.79	8.19	11.58	.....	63.88
Manitoulin.....	5.50	12.40	1.60	.70	.....	.....	20.20
Muskoka.....	5.63	47.10	25.00	26.38	2.83	2.75	109.69
Nipissing.....	13.30	24.75	41.00	13.35	10.20	.70	103.30
Parry Sound.....	.....	50.16	4.00	4.55	12.10	.....	70.81
Rainy River.....	5.26	28.41	8.00	3.35	1.60	2.87	49.49
Sudbury.....	4.90	44.26	76.37	13.07	17.12	1.00	156.72
Thessalon.....	.....	37.25	11.00	7.75	8.35	.....	64.35
Thunder Bay.....	17.50	41.96	70.62	9.09	57.51	16.53	213.21
TOTALS—Districts.	99.16	364.16	291.38	133.87	144.93	35.11	1,068.61
GRAND TOTALS.....	683.57	1,549.64	1,403.89	1,141.01	1,816.37	572.91	7,167.39



Pavement and Striping, North Bay By-pass, Highway No. 11



Pavement and Striping, Highway No. 87 near Harriston

APPENDIX

MILEAGE OF RURAL ROAD SURFACES

COUNTY	COUNTY ROADS				
	Earth	Gravel or Stone	Surface Treated Gravel or Stone	Low-cost Bitumi- nous Surfaces	Mix. Mac. or Asphaltic Concrete
Brant.....	39.98	1.40	75.41	.....
Bruce.....	197.64	.74	109.00	.30
Carleton.....	84.95	40.40	44.00	62.10
Dufferin.....	154.50	.....	11.70	.....
Elgin.....	183.00	.....	99.50	.....
Essex.....	136.77	18.63	34.35	16.90
Frontenac.....	103.00	.....	62.25	.....
Grey.....	305.01	2.30	47.75	.....
Haldimand.....	82.98	55.05	16.37	5.25
Halton.....	103.26	1.30	18.60	.....
Hastings.....	196.42	48.00	15.60	21.27
Huron.....	268.67	11.84	107.19	.....
Kent.....	128.83	.....	6.06	193.54
Lambton.....	149.51	.22	59.73	16.89
Lanark.....	3.70	165.20	13.50	29.30	16.40
Leeds and Grenville.....	3.00	177.60	5.90	92.14	68.14
Lennox and Addington.....	70.08	42.00	19.92	38.21
Lincoln.....	15.77	76.96	82.47	2.25
Middlesex.....	315.40	.....	141.60	16.60
Norfolk.....	31.50	.....	207.20	.....
Northumberland and Durham.....	222.55	7.85	43.15	35.90
Ontario.....	161.35	9.71	64.20	1.63
Oxford.....	124.50	.....	92.60	.....
Peel.....	112.79	5.10	9.70	11.95
Perth.....	168.83	48.50	13.32	.....
Peterborough.....	169.70	1.00	31.10	.....
Prescott and Russell.....	2.95	239.93	37.00	44.65	12.00
Prince Edward.....	91.49	47.50	26.44	15.60
Renfrew.....	14.30	124.85	45.80	40.35	2.00
Simcoe.....	252.25	5.85	10.40	.....
Stormont, Dundas and Glengarry.....	209.15	99.50	152.35	.....
Victoria.....	166.15	.....	53.65	7.40
Waterloo.....	120.35	36.65	23.50	.....
Welland.....	22.60	84.05	17.30	30.35
Wellington.....	313.75	23.75	28.20	.....
Wentworth.....	82.73	68.63	38.07	1.50
York.....	5.05	100.42	9.13	129.28	87.09
TOTALS — Counties.....	29.00	5,593.46	848.26	2,098.40	663.27
DISTRICTS					
Algoma.....
Cochrane
Haliburton.....
Kenora.....
Manitoulin
Muskoka
Nipissing.....
Parry Sound
Rainy River
Sudbury.....
Temiskaming.....
Thunder Bay.....
TOTALS — Districts.....
Unorganized Townships.....
GRAND TOTALS.....	29.00	5,593.46	848.26	2,098.40	663.27

No. 11

AT THE END OF 1953

ORGANIZED TOWNSHIP ROADS								
Cement Concrete	Total	Earth	Gravel or Stone	Surface Treated Gravel or Stone	Low-cost Bituminous Surfaces	Mix. Mac. or Asphaltic Concrete	Cement Concrete	Total
.....	116.79	51.58	476.71	3.05	.....	.....	.....	531.34
1.40	309.08	166.80	1,451.60	.....	1.15	.....	.....	1,619.55
.....	231.45	172.05	883.05	6.50	5.90	.....	.....	1,067.50
.....	166.20	62.80	691.80	.....	.....	.....	.....	754.60
.....	282.50	9.00	871.50	13.00	.....	.....	.....	893.50
41.20	247.85	34.55	931.98	13.70	.10	.....	47.83	1,028.16
.....	165.25	405.10	539.50	1.20	3.70	2.30	.....	951.80
4.14	359.20	255.10	1,813.00	2.60	.....	.....	.....	2,070.70
4.75	164.40	87.21	471.85	6.55	15.00	5.00	.....	585.61
21.50	144.66	9.90	429.49	1.25	.....	.81	2.25	443.70
2.30	283.59	365.00	1,134.00	1.00	.....	2.68	.....	1,502.68
.50	388.20	61.00	1,430.80	.....	3.80	.....	.....	1,495.60
10.00	338.43	66.78	1,236.21	.....	3.00	2.57	.15	1,308.71
7.80	234.15	190.71	1,201.42	2.00	.30	.20	.....	1,394.63
.....	228.10	488.90	510.30	.....	3.50	.....	.....	1,002.70
.80	347.58	521.30	763.94	.....	26.00	16.00	.....	1,327.24
.....	170.21	231.70	407.81	7.75	.50	.54	.....	648.30
10.30	187.75	104.49	459.26	14.52	.....	.....	4.12	582.39
37.90	511.50	77.60	1,620.20	.....	.20	.....	.40	1,698.40
1.60	240.30	212.40	714.80	13.70	59.80	.....	.....	1,000.70
.60	310.05	395.60	1,772.07	.....	6.98	.....	.....	2,174.65
2.78	239.67	213.30	889.60	7.50	4.20	.....	.....	1,114.60
.....	217.10	.....	1,073.10	.....	7.00	.....	.....	1,080.10
5.40	144.94	74.77	552.45	53.90	.....	.....	.....	681.12
.....	230.65	46.60	948.90	.....	.....	.....	.....	995.50
.....	201.80	196.00	734.50	.....	.....	.....	.....	930.50
.....	336.53	556.70	471.00	.10	.....	.....	.....	1,027.80
8.60	189.63	33.40	320.87	.....	1.00	.....	.....	355.27
1.00	228.30	1,015.50	674.10	.....	2.00	.....	.....	1,691.60
.....	268.50	267.03	1,872.22	3.30	.....	.60	.....	2,143.15
1.30	462.30	494.80	868.30	.....	6.35	.....	4.75	1,374.20
.....	227.20	167.30	749.80	.....	.....	.....	.....	917.10
26.40	206.90	13.20	537.69	.....	.....	.....	.20	551.09
9.70	164.00	374.10	407.30	98.75	10.20	17.55	2.10	910.00
9.70	375.40	88.86	1,051.17	.....	.....	.....	.....	1,140.03
.....	190.93	45.64	475.17	2.25	.....	.....	.....	523.06
20.49	351.46	292.28	1,317.92	114.82	24.01	189.77	11.03	1,949.83
230.16	9,462.55	7,849.05	32,755.38	367.44	184.69	238.02	72.83	41,467.41
.....	.....	168.85	512.70	.....	3.00	.....	.....	684.55
.....	.....	69.50	542.70	8.00	12.65	2.50	.....	635.35
.....	.....	190.10	287.70	.....	3.60	.....	.....	481.40
.....	.....	15.00	178.79	.....	.....	.....	.....	193.79
.....	.....	80.00	427.65	.....	.50	.....	.....	508.15
.....	.....	298.80	529.70	.....	17.20	.....	.....	845.70
.....	.....	128.20	452.85	.....	1.75	.....	.....	582.80
.....	.....	78.00	922.00	.....	.....	.....	.....	1,000.00
.....	.....	87.45	494.05	.....	.90	.....	.....	582.40
.....	.....	133.60	526.60	.50	15.45	.70	7.78	684.63
.....	.....	105.10	528.70	.....	13.00	.....	.....	646.80
.....	.....	70.00	541.79	16.62	12.49	2.40	.22	643.52
.....	.....	1,424.60	5,945.23	25.12	80.54	5.60	8.00	7,489.09
.....	.....	1,275.03	3,519.65	.....	.....	.....	.....	4,794.68
230.16	9,462.55	10,548.68	42,220.26	392.56	265.23	243.62	80.83	53,751.18

APPENDIX No. 12 SUMMARY OF EXPENDITURES ON URBAN STREETS—1953

Approved 1953 Expenditures by Cities, Towns and Villages under Part VII of The Highway Improvement Act

Municipal Road District No.	Cities (29) Sep. Towns (8) and Beach Commissions (1)	APPROVED EXPENDITURES — 1953		Urban Total (335)	GOVERNMENT Subsidy 33⅓% and 50%
		Towns (142)	Villages (155)		
1	\$ 1,300,361.25	\$ 263,496.87	\$ 68,239.12	\$ 1,632,097.24	\$ 653,515.05
2	877,308.51	110,669.44	98,410.21	1,086,388.16	396,976.05
3	954,013.44	168,468.42	47,875.13	1,170,356.99	438,844.58
4	2,262,241.26	283,032.94	90,725.93	2,636,000.13	949,544.41
5	72,600.03	125,882.44	31,529.05	230,011.52	102,905.70
6	3,384,784.45	809,509.15	239,947.73	4,434,241.38	1,653,013.41
7	317,414.65	195,374.76	46,567.47	559,356.88	226,776.03
8	494,038.97	10,636.21	30,910.83	535,586.01	197,525.92
9	1,943,348.32	155,068.70	92,382.16	2,190,799.18	961,987.59
10		191,471.21	42,540.19	234,011.40	117,005.71
11	582,136.88	140,493.06	44,750.93	767,380.87	324,669.37
12		36,231.74	14,362.54	50,594.28	25,297.17
13	60,568.93	63,692.83		124,261.76	52,036.06
14		191,163.31	1,208.01	192,371.32	96,185.67
16		281,636.30		281,636.30	140,818.16
17	446,204.82	121,984.66		568,189.48	209,727.28
18	189,088.18	28,619.36		217,993.04	77,481.83
19	467,290.10	28,231.53	285.50	495,521.63	159,879.12
20		191,834.28		191,834.28	95,917.15
TOTAL.....	\$13,351,399.79	\$3,397,497.21	\$849,734.85	\$17,598,631.85	\$6,890,106.26

NOTE: 1 Town and 2 Villages did not apply for subsidy in 1953.

APPENDIX No. 13

TYPES OF SURFACES OF THE KING'S HIGHWAYS

DECEMBER 31, 1953

County or District	Concrete	Bituminous Pavement	Bituminous Surface	Gravel and Crushed Stone	Totals
Algoma.....	36.35	80.60	71.35	14.95	203.25
Brant.....	37.72	32.89	11.35	6.20	88.16
Bruce.....	10.77	76.46	37.74	48.15	173.12
Carleton.....	15.95	85.65	13.71	3.58	118.89
Dufferin.....	38.16	14.71		12.89	65.76
Cochrane.....	9.72	70.65	48.33	267.30	396.00
Lundas.....	22.04	17.32	10.10		49.46
Durham.....	4.47	40.41	15.06	39.35	99.29
Essex.....	51.90	91.85	33.20	.06	177.01
Elgin.....	47.07	38.27	13.30	17.55	116.19
Frontenac.....	.31	81.53	34.20	34.93	150.97
Glenarry.....	8.06	43.80	2.16	5.25	59.81
Grenville.....	13.13	31.28	4.17	.40	48.98
Grey.....	35.61	92.47		17.78	145.86
Halimand.....	.27	73.15	1.61	3.41	78.44
Haliburton.....			59.90		59.90
Halton.....	16.26	53.95	7.26	5.06	82.53
Hastings.....		66.73	140.11	5.15	211.99
Huron.....	43.50	93.88	31.52	36.40	205.30
Kenora.....	6.10	90.87	50.10	299.46	446.53
Kent.....	59.28	115.87	1.35	1.14	177.64
Lambton.....	67.53	72.61	9.57	5.43	155.14
Lanark.....		77.91	16.46	.50	94.87
Leeds.....	12.24	129.30	28.72	2.61	172.87
Lennox and Addington.....		52.38	74.67	2.20	129.25
Lincoln.....	35.26	21.58	21.78	.96	79.58
Manitoulin.....			10.50	7.25	17.75
Middlesex.....	20.76	146.77	5.75	26.74	200.02
Muskoka.....		3.15	96.98	10.17	110.30
Nipissing.....	9.14	143.21	115.26	47.87	315.48
Norfolk.....	18.84	34.06	9.93	.28	63.11
Northumberland.....	7.43	61.25	21.06	12.10	101.84
Ontario.....	83.99	33.98	15.60	30.19	163.76
Oxford.....	11.68	68.08	4.15	32.20	116.11
Parry Sound.....	13.05	30.05	39.78	46.02	128.90
Peel.....	11.25	57.54	18.26	20.33	107.38
Perth.....	12.19	103.69	1.09	15.47	132.44
Peterborough.....	13.49	40.89	35.58	29.78	119.74
Prince Edward.....	4.30	30.54	13.79	9.73	58.36
Prescott.....	14.67	8.88	29.20		52.75
Rainy River.....		19.25	45.45	43.05	107.75
Renfrew.....	26.60	88.76	125.98	22.04	263.38
Russell.....		19.97			19.97
Simcoe.....	56.08	155.14	18.56	36.89	266.67
Stormont.....		20.87	20.69		41.56
Sudbury.....	13.99	51.40	20.95	103.24	189.58
Temiskaming.....		78.10	48.55	82.35	209.00
Thunder Bay.....	.25	214.55	26.80	358.25	599.85
Victoria.....	13.38	35.67	39.59	37.26	125.90
Waterloo.....	24.54	20.46	15.86	15.92	76.78
Welland.....	37.43	54.69	19.84	.30	112.26
Wellington.....	43.03	80.99	5.98	12.76	142.76
Wentworth.....	18.90	93.72	30.04	22.66	165.32
York.....	13.07	82.31	24.63	5.94	125.95
TOTALS.....	1,040.30	3,424.09	1,597.57	1,859.50	.....
GRAND TOTALS.....	.....	.....	.....	.....	7,921.46

APPENDIX No. 14

Following is the road mileage for the Province as at the end of December 1953:

King's Highways (Provincial System)

Concrete.....	1,074.09 miles	
Bituminous Pavement.....	4,146.68 miles	
Bituminous Surface.....	857.58 miles	
Gravel and Crushed Stone.....	1,826.95 miles	
TOTAL.....		7,905.30 miles

Secondary Roads

Bituminous Pavement.....	18.40 miles	
Bituminous Surface.....	415.88 miles	
Gravel and other types.....	2,172.01 miles	
TOTAL.....		2,606.29 miles

County Roads

Concrete.....	230.16 miles	
Bituminous Pavement.....	663.27 miles	
Bituminous Surface.....	2,098.40 miles	
Gravel and Crushed Stone.....	6,441.72 miles	
Earth.....	29.00 miles	
TOTAL.....		9,462.55 miles

Organized Township Roads

Concrete.....	80.83 miles	
Bituminous Pavement.....	243.62 miles	
Bituminous Surface.....	265.23 miles	
Gravel and Crushed Stone.....	39,093.17 miles	
Earth.....	9,273.65 miles	
TOTAL.....		48,956.50 miles

Unorganized Township Roads

Gravel and Crushed Stone.....	3,519.65 miles	
Earth.....	1,275.03 miles	
TOTAL.....		4,794.68 miles

City, Town and Village Streets

Concrete.....	572.91 miles	
Bituminous Pavement.....	1,816.37 miles	
Bituminous Surface.....	1,141.01 miles	
Gravel and Crushed Stone.....	2,953.53 miles	
Earth.....	683.57 miles	
TOTAL.....		7,167.39 miles

TOTAL ROAD MILEAGE.....		80,892.41 miles
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REPORT OF THE MOTOR VEHICLES BRANCH, 1953

TO THE HONOURABLE GEORGE H. DOUCETT,
MINISTER OF HIGHWAYS

Sir:

I have the honour to submit herewith a report of the activities of the Motor Vehicles Branch for the year 1953.

This report includes:

- (1) Statistics relating to motor vehicle permits and drivers' licences issued during the 1953 licence year;
- (2) A statement showing the revenue from all sources during the fiscal year April 1, 1953, to March 31, 1954; and
- (3) Reports of the Accident Records and Statistics, Financial Responsibility, and Public Vehicle Divisions of the Branch for the year 1953.

The summarized information provided in the following preamble is dealt with in detail in the pages of this report.

MOTOR VEHICLE REGISTRATIONS

Motor vehicle registrations totalled 1,406,119 as compared with 1,291,753 for 1952. This represented an increase of 114,366 vehicles, or a percentage advance of 8.8. Passenger cars (1,117,175) which made up almost four-fifths (79.4%) of the total, increased by 9.0%.

There were 258,075 commercial vehicles (excluding buses) registered, representing 18.3% of the total vehicles and an increase of 7.7% from the corresponding total (239,675) for 1952.

As compared with the changes shown above, original passenger (new car) registrations totalled 158,579 or 35,140 (28.5%) more than the 1952 total (123,439); while original commercial vehicle registrations (32,502) were 1.6% above the total for the previous year (31,998).

During the ten years since 1944, total motor vehicle registrations showed an advance from 675,057 to 1,406,119 — an increase of 731,062 vehicles or 108.3%.

DRIVERS' LICENCES

There were 1,018,140 operators' (including 1,529 motorcycle operators') licences, and 638,119 chauffeurs' licences issued during 1953. The total (1,656,259) was 6.4% above the total (1,556,559) for 1952.

REVENUE

The net revenue collected during the fiscal year ending March 31, 1954, amounted to \$26,182,979.83 as compared with \$24,839,616.46 collected in the previous fiscal year.

ACCIDENT RECORDS AND STATISTICS DIVISION

During 1953 there were 65,866 motor vehicle traffic accidents reported. These accidents resulted in the death of 1,082 persons, non-fatal injury to 24,353 persons and a property damage loss of \$24,261,814.

The 920 fatal accidents (in which 1,082 persons were fatally injured) represented an increase of 3.0% from the 1952 total (893). Personal injury accidents increased by 2.1%, while those involving property damage (in excess of \$50) only, were 16.9% above the total for 1952.

These advances may be compared with general increase in all accidents reported amounting to 12.6%.

FINANCIAL RESPONSIBILITY DIVISION

Suspensions of drivers' licences and/or motor vehicle permits totalled 21,253 in the calendar year 1953. In the same period the courts reported a total of 163,867 convictions for offences involving the use of a motor vehicle. This compares with 20,680 suspensions applied and 138,675 convictions reported in 1952.

From April 1, 1953 to March 31, 1954 payments of the Unsatisfied Judgment Fund amounted to \$1,611,023.72 which was paid in settlement of 520 judgments. Of this total, \$108,345.63 was paid to persons injured in "hit-and-run" accidents. In the previous year \$1,214,023.11 was paid in settlement of 436 judgments.

PUBLIC VEHICLE DIVISION

In the licence year ending March 31, 1954, there were 5,983 public commercial vehicle operating licences issued, an increase of 9.7%; while the number of such vehicles licensed totalled 19,673 or 12.2% more than in the previous year.

There were 232 public vehicle operating licences issued (two less than in 1952) while the number of public vehicles (buses) dropped from 2,738 in 1952 to 2,558 in 1953. There was a slight (8.5%) increase in the number of vehicles licensed for the transportation of school children.

Total revenue collected during the year amounted to \$1,713,952.46. The corresponding amount for 1952 was \$1,482,092.82.

GENERAL

The information and statistics contained in this report gives some indication of the greater activity and added duties which have been the outcome of the continued growth in motor vehicle use since World War II.

The opportunity is taken here, Sir, to express my appreciation for the support you have given at all times. I would also like to thank the staff and the representatives of the Branch throughout Ontario for their loyalty and co-operation.

Respectfully submitted,

J. P. BICKELL,
Registrar of Motor Vehicles

NUMBER OF PERMITS AND LICENCES ISSUED

The number of drivers' licences and motor vehicle owners' permits issued during each of the five years, 1949 to 1953, and the percentage changes between the 1953 and 1952 totals are shown in the following tables:

CLASS OF LICENCE OR PERMIT	1949	1950	1951	1952	1953	Inc.
Passenger car.....	771,709	881,143	958,082	1,024,816	1,117,175	9.0
Commercial Vehicle.....	180,143	199,188	221,310	239,675	258,075	7.7
Bus.....	3,455	3,612	3,961	3,916	3,848	-1.7
Dual-purpose Vehicle.....	1,035	6,428*	8,275*	9,939*	13,707*	37.9
Motorcycle.....	13,027	13,709	13,470	13,407	13,314	-0.7
TOTAL.....	969,369	1,104,080	1,205,098	1,291,753	1,406,119	8.9
Trailer.....	71,521	72,519	73,495	74,937	80,673	7.6
Operators.....	781,905	836,354	894,438	953,307	1,018,140	6.8
Chauffeurs.....	496,679	530,034	567,100	603,252	638,119	5.8
TOTAL.....	1,278,584	1,366,388	1,461,538	1,556,559	1,656,259	6.4
Instruction Permits.....	193,883	241,738	267,016	291,892	327,404	12.1
Transfers.....	267,796	316,013	344,028	384,887	421,422	9.5
"In Transit" Permits.....	11,831	18,622	27,146	17,542	17,337	-1.2
"M" Dealers.....	1,693	2,060	2,245	2,300	2,526	9.8
"MC" Dealers.....	24	20	18	15	18	20.0

*This classification was broadened to include "Station Wagons" and similar vehicles formerly registered as Commercial Motor Vehicles.

REVENUE FOR FISCAL YEAR 1953-1954

PERMITS AND LICENCES:

Passenger.....	\$10,179,069.33
Commercial.....	9,885,712.40
Dual - purpose.....	166,133.25
Trailers.....	1,490,982.41
Motorcycles.....	22,313.50
Dealers — Automobile.....	\$49,452.00
Motorcycle.....	57.00
	49,509.00
Operators and Instruction.....	1,105,478.00
Chauffeurs.....	648,990.60
Public Vehicles.....	514,078.79
Public Commercial Vehicles.....	1,192,957.13
Garages.....	95,227.00
Miscellaneous.....	6,140.75
	\$25,356,592.16

FEES:

In Transits.....	\$ 7,016.20
Duplicate Cards.....	28,571.00
Transfers.....	363,686.10
Searches and Certificates.....	9,708.69
Lists.....	7,064.87
Examinations.....	47,104.00
	463,150.86

FINES:

Breach of Highway Traffic Act.....	363,236.81
	\$26,182,979.83

NUMBER OF MOTOR VEHICLES REGISTERED IN ONTARIO†

YEAR	Passenger	Commercial	Dual-purpose	Motorcycle	TOTAL
1903.....	178	.....	.....	.....	178
1904.....	535	.....	.....	.....	535
1905.....	553	.....	.....	.....	553
1906.....	1,176	.....	.....	.....	1,176
1907.....	1,530	.....	.....	.....	1,530
1908.....	1,754	.....	.....	.....	1,754
1909.....	2,452	.....	.....	.....	2,452
1910.....	4,230	.....	.....	.....	4,230
1911.....	11,339	.....	.....	.....	11,339
1912.....	16,268	.....	.....	1,754	18,022
1913.....	23,700	.....	.....	2,900	26,600
1914.....	31,724	.....	.....	3,633	35,357
1915.....	42,346	.....	.....	4,174	46,520
1916.....	51,589	2,786	.....	4,287	58,662
1917.....	78,861	4,929	.....	5,180	88,970
1918.....	101,599	7,529	.....	5,002	114,130
1919.....	127,860	11,428	.....	5,516	144,804
1920.....	155,861	16,204	.....	5,496	177,561
1921.....	181,978	19,554	.....	4,989	206,521
1922.....	210,333	24,164	.....	4,799	239,296
1923.....	245,815	28,612	.....	4,325	278,752
1924.....	271,341	31,488	.....	3,941	306,770
1925.....	303,736	34,690	.....	3,748	342,174
1926.....	343,992	39,012	.....	3,345	386,349
1927.....	386,903	43,442	.....	3,159	433,504
1928.....	429,426	54,714	.....	3,197	487,337
1929.....	473,222	55,218	8,226	3,541	540,207
1930.....	490,906	61,690	5,986	3,924	562,506
1931.....	489,713	64,256	4,177	4,070	562,216
1932.....	462,923	61,347	3,239	4,088	531,597
1933.....	453,314	59,760	2,909	4,370	520,353
1934.....	470,617	64,436	2,724	4,468	542,245
1935.....	489,610	67,590	2,370	4,506	564,076
1936.....	514,211	70,693	*	4,553	589,457
1937.....	541,802	75,687	1,847	4,582	623,918
1938.....	580,364	81,642	1,876	5,206	669,088
1939.....	593,693	82,206	1,893	5,099	682,891
1940.....	610,576	86,038	1,855	5,403	703,872
1941.....	636,624	95,022	1,654	5,894	739,194
1942.....	611,897	95,836	1,543	6,104	715,380
1943.....	586,036	97,717	1,447	6,415	691,615
1944.....	568,223	99,612	1,321	5,901	675,057
1945.....	555,461	100,234	1,279	5,745	662,719
1946.....	585,604	117,217	1,303	6,982	711,106
1947.....	645,252	140,930	1,294	9,471	796,947
1948.....	698,384	162,589	1,199	11,086	873,258
1949.....	771,709	183,598	1,035	13,027	969,369
1950.....	881,143	202,800	6,428‡	13,709	1,104,080
1951.....	958,082	225,271	8,275	13,470	1,205,098
1952.....	1,024,816	243,591	9,939	13,407	1,291,753
1953.....	1,117,175	261,923	13,707	13,314	1,406,119

†Totals do not include trailer permits.

*Included with passenger vehicles.

‡In 1950 and subsequent years, station wagons and similar vehicles included in dual-purpose classification.

**NUMBER OF PASSENGER AND COMMERCIAL VEHICLES REGISTERED,
BY COUNTIES AND DISTRICTS, 1952 AND 1953**

COUNTY OR DISTRICT	Passenger		Commercial		Total Vehicles (Pass. and Comm.)	
	1952	1953	1952	1953	1952	1953
Algoma.....	11,957	12,588	4,289	5,018	16,246	17,606
Brant.....	16,718	18,039	3,379	3,554	20,097	21,593
Bruce.....	11,176	11,582	2,498	2,672	13,674	14,254
Carleton.....	49,267	54,122	8,537	9,097	57,804	63,219
Cochrane.....	8,351	10,030	3,239	3,656	11,590	13,686
Dufferin.....	3,886	4,068	970	1,053	4,856	5,121
Dundas.....	3,988	4,560	916	1,104	4,904	5,664
Durham.....	6,988	7,096	1,544	1,677	8,532	8,773
Elgin.....	13,893	15,164	3,342	3,701	17,235	18,865
Essex.....	47,294	50,959	10,605	11,340	57,899	62,299
Frontenac.....	13,591	14,735	3,217	3,332	16,808	18,067
Glengarry.....	3,829	4,595	840	867	4,669	5,462
Grenville.....	4,499	4,745	923	1,048	5,422	5,793
Grey.....	14,302	14,764	2,825	2,923	17,127	17,687
Haldimand.....	6,812	7,228	1,960	2,211	8,772	9,439
Haliburton.....	1,619	1,754	745	792	2,364	2,546
Halton.....	11,242	12,865	2,779	3,196	14,021	16,061
Hastings.....	17,922	19,247	4,248	4,580	22,170	23,827
Huron.....	12,594	13,188	3,011	3,301	15,605	16,489
Kenora.....	4,319	4,933	2,359	2,514	6,678	7,447
Kent.....	21,866	22,866	6,182	6,515	28,048	29,381
Lambton.....	19,028	20,555	3,967	4,300	22,995	24,855
Lanark.....	8,073	8,636	1,861	1,987	9,934	10,623
Leeds.....	8,492	9,116	2,154	2,241	10,646	11,357
Lennox and Addington.....	4,743	4,946	1,394	1,512	6,137	6,458
Lincoln.....	21,161	24,264	5,325	5,470	26,486	29,734
Middlesex.....	39,384	41,722	8,006	8,632	47,390	50,354
Muskoka.....	4,640	5,106	1,909	2,100	6,549	7,206
Nipissing.....	6,515	7,137	2,957	3,348	9,472	10,485
Norfolk.....	10,270	10,618	2,861	2,949	13,131	13,567
Northumberland.....	6,758	7,131	1,953	2,096	8,711	9,227
Ontario.....	20,940	21,859	4,067	4,358	25,007	26,217
Oxford.....	16,102	16,786	4,158	4,562	20,260	21,348
Parry Sound.....	4,204	4,531	1,904	2,137	6,108	6,668
Peel.....	13,887	15,312	3,469	3,789	17,356	19,101
Perth.....	13,779	14,839	2,930	3,151	16,709	17,990
Peterborough.....	13,636	14,989	2,672	2,948	16,308	17,937
Prescott.....	3,668	3,914	1,197	1,344	4,865	5,258
Prince Edward.....	4,275	4,603	1,242	1,355	5,517	5,958
Rainy River.....	2,704	3,270	1,410	1,493	4,114	4,763
Renfrew.....	12,969	14,481	3,491	3,613	16,460	18,094
Russell.....	2,751	2,958	895	958	3,646	3,916
Simcoe.....	23,281	25,379	5,931	6,317	29,212	31,696
Stormont.....	8,767	9,517	1,754	1,814	10,521	11,331
Sudbury.....	16,654	18,584	5,764	6,052	22,418	24,636
Thunder Bay.....	17,100	18,229	5,886	6,140	22,986	24,369
Timiskaming.....	9,425	10,091	4,013	4,063	13,438	14,154
Victoria.....	6,902	7,280	1,639	1,740	8,541	9,020
Waterloo.....	30,211	32,807	5,498	6,192	35,709	38,999
Welland.....	29,253	32,179	5,972	6,710	35,225	38,889
Wellington.....	19,033	22,452	3,547	3,700	22,580	26,152
Wentworth.....	59,734	67,233	11,653	12,242	71,387	79,475
York.....	278,985	306,174	62,821	67,526	341,806	373,700
Non-Residents.....	1,379	1,349	883	933	2,262	2,282

**NUMBER OF PASSENGER AND COMMERCIAL VEHICLE REGISTRATIONS
BY CITIES, 1952 AND 1953**

City	Passenger		Commercial		Total Vehicles (Pass. and Comm.)	
	1952	1953	1952	1953	1952	1953
Belleville.....	5,363	5,855	1,013	1,034	6,376	6,889
Brantford.....	10,906	11,516	1,927	2,006	12,833	13,522
Chatham.....	5,989	6,392	1,775	1,835	7,764	8,227
Cornwall.....	5,560	6,166	1,053	1,080	6,613	7,246
Fort William.....	6,604	7,015	1,583	1,620	8,187	8,635
Galt.....	4,571	5,123	703	801	5,274	5,924
Guelph.....	6,049	6,797	1,107	1,153	7,156	7,950
Hamilton.....	47,004	51,501	8,165	8,307	55,169	59,808
Kingston.....	9,056	9,592	1,446	1,519	10,502	11,111
Kitchener.....	10,942	12,261	1,939	2,294	12,881	14,555
London.....	25,815	27,937	4,437	4,854	30,252	32,791
Niagara Falls.....	10,836	11,132	1,663	1,918	12,499	13,050
North Bay.....	3,509	3,855	1,125	1,283	4,634	5,138
Oshawa.....	10,717	11,168	1,800	2,023	12,517	13,191
Ottawa.....	39,034	41,195	6,473	6,908	45,507	48,903
Owen Sound.....	4,112	4,391	857	907	4,969	5,298
Peterborough.....	8,901	9,409	1,380	1,420	10,281	10,829
Port Arthur.....	6,471	6,819	1,544	1,621	8,015	8,440
St. Catharines.....	11,108	12,263	2,068	2,200	13,176	14,463
St. Thomas.....	5,193	5,709	826	900	6,019	6,609
Sarnia.....	8,215	9,402	1,380	1,624	9,595	11,026
Sault Ste. Marie.....	6,952	7,110	1,654	2,016	8,606	9,126
Stratford.....	4,464	4,861	835	905	5,299	5,766
Sudbury.....	8,483	9,426	2,229	2,323	10,712	11,749
Toronto.....	254,245	272,560	54,722	58,788	308,967	331,348
Waterloo.....	2,971	3,157	854	991	3,825	4,148
Welland.....	5,777	6,271	968	1,118	6,745	7,389
Windsor.....	27,297	30,058	5,981	6,264	33,278	36,322
Woodstock.....	3,751	4,282	895	970	4,646	5,252

REPORT OF THE ACCIDENT RECORDS AND STATISTICS DIVISION

Continuing the trend which has existed since the end of World War II, there were, in 1953, increases in the number of motor vehicles registered; in the amount of use of these vehicles, as shown by gasoline consumption figures; in the number of tourists entering the Province; and in accident frequency.

During the year there were 65,866 motor vehicle traffic accidents, involving personal injury or property damage in excess of \$50.00, reported to the Branch. This total was 7,351 (or 12.6%) above the corresponding total (58,515) for 1952.

There were 1,082 persons fatally injured and 24,353 persons non-fatally injured in 1953 — representing advances of 7.1 per cent and 3.0 per cent, respectively, from the same totals for the previous year.

Despite the increase in the number of persons fatally injured, the death rate on the basis of miles travelled (taxable gasoline consumed) by motor vehicle was lower than in 1952. The rate per hundred-million miles travelled was 8.8 as compared with 9.2 for 1952.

Of the 1,082 fatalities during the year, 320 (29.6%) were pedestrians. This was a decrease from the percentages for 1952 (31.3) and from the average percentage for the 10-year period, 1943 to 1952 (38.7). Occupants of motor vehicles (including motorcycles) comprised more than two-thirds (67.3%) of the total fatalities. Of these deaths (involving occupants), 50 per cent followed collisions between motor vehicles (including motorcycles), 40 per cent resulted from non-collision accidents and collisions with fixed objects, and 9 per cent suffered fatal injury in collision with railroad train accidents.

Young drivers are involved in accidents to a disproportionate extent in relation to the number of such drivers licensed. In 1953, drivers "under 18 years" made up 2.8 per cent of the licensed drivers and 3.8 per cent of the drivers in reported accidents. Drivers in the "18 to 24" group comprised 15.0 per cent of the licensed drivers and 25.9 per cent of the drivers in accidents.

During 1953, passenger cars made up 79.3 per cent of the vehicles involved in all accidents and 69.6 per cent of the vehicles in fatal accidents. Commercial vehicles comprised 18.9 per cent of the vehicles in all, and 20.2 per cent of the vehicles in fatal accidents. Taxicabs accounted for 1.2 per cent of the vehicles involved in all accidents and 0.7 of the vehicles in fatal mishap, while the corresponding percentages for buses was 0.9 and 1.1. Mileage driven and other exposure factors must be taken into account when examining the above figures.

Of the 115,343 vehicles involved where the condition of which was stated, 112,397 or 97.4 per cent were reported as being "in apparent good condition." The corresponding percentage applying to vehicles involved in fatal accidents was 95.6. The most common defects reported were: brakes, tires, steering and lights.

As has been the situation for many years, the accidents showed greatest frequency in Fall and Winter and the low points in March and April. In relation to miles travelled in each month as indicated by taxed gasoline consumption figures, the accident rates per million miles were highest in December, January, February and November (in that order), and lowest in April, July, June and May. Failure to make sufficient allowance for the added hazards of slippery road surfaces, poor visibility and early darkness undoubtedly contributes to the higher accident rates (in relation to miles travelled) in the winter months (December, January, February). A large share of these accidents involve collisions between motor vehicles which were high, percentage-

wise, in February, December, January and March. Pedestrian accidents, in comparison with the annual percentage of mishaps of this type, made up a relatively larger share of the monthly totals in March, October, May and April.

Fatal accidents were most frequent in October, September, August and December. Relating accidents of this nature to mileage driven to give a fatal accident rate per 100-million miles travelled, the peak months were: October, December, November and September. It will be seen that three of the four months were in the last quarter of the year. During 1953, pedestrian accidents made up 34.6 per cent of year's total fatal accidents. This percentage was exceeded in eight of the twelve months; the four highest being found in April (46.2%), March (42.8%), February (42.4%) and December (41.7%). Collisions with other motor vehicles accounted for 26.4 per cent of the fatal accidents during the year. This may be compared with July when 33.7% of the fatal accidents were of this type; October, 32.8%; August, 32.2%; and December, 28.6%.

Additional statistical information relating to Ontario motor vehicle traffic accident experience for the year 1953 is presented on the pages following.

Statistics of accidents provide a picture of the results of the errors in behaviour and judgment which may be seen by even the most casual observer as he makes use of the streets and highways. The primary purpose of the statistics is to provide a measure of what is happening and how our current situation compares with past experience, all with the purpose of aiding the better regulated and the more efficient movement of traffic. In considering accident statistics as a means of ascertaining the behaviour of things and of people, it should be recognized that massed statistics are of limited use in the correction of local problems. The best statistics are those which relate to the immediate location or locality.

With this thought in mind an effort was made in 1953, in co-operation with the Ontario Good Roads Association, to encourage local authorities to examine local conditions and local accident prevention efforts. Some communities had successfully operated well co-ordinated safety programs over varying periods of time and it was believed that the extension of such efforts to all communities would accomplish great benefits.

This safety effort received commendation from many quarters and a degree of support through the establishment of safety committees in a number of communities. If the citizens of every community can be made aware of the problems which exist in their areas, and if by public support and sympathy, aid can be given to proposals for remedying these problems, much will be accomplished in the development of safer driving conditions.

While great success cannot be claimed for the effort made in 1953 to encourage more local interest in safety, at least the concept is clearer than at any time in the past. By giving guidance in the organization of local committees and public support groups and by providing materials and other aids to sustain interest, the Department can do much to assure their successful operation and continuation. Such work must be considered as an essential supplement to the various efforts already being carried on by the Department to bring about safer and more efficient highway travel conditions.

STATISTICS RELATING TO MOTOR VEHICLE TRAFFIC ACCIDENTS* IN ONTARIO—1953

In the following tables, comparative figures are shown for the calendar years 1952 and 1953. The average annual totals for the ten-year period, 1944 to 1953, are also shown:

	10-Year Average (1944-1953)	1952	1953	% Increase from 1952
Fatal Accidents.....	700	893	920	3.0
Personal Injury Accidents.....	11,615	16,300	16,639	2.1
Property Damage only Accidents.....	22,582	41,322	48,307	16.9
Total Accidents Reported.....	34,897	58,515	65,866	12.6
Number of Persons Fatally Injured.....	792	1,010	1,082	7.1
Number of Persons Non-Fatally Injured.....	16,638	23,634	24,353	3.0
Amount of Property Damage Reported.....	\$10,381,354	\$19,457,858	\$24,261,814	24.7
Number of Drivers Involved in All Accidents.....	57,149	98,132	110,357	12.4
Number of Drivers Involved in Fatal Accidents.....	905	1,216	1,252	3.0
Number of Vehicles Involved in All Accidents.....	59,995	103,031	115,973	12.6
Number of Vehicles Involved in Fatal Accidents.....	923	1,235	1,273	3.1
Number of Motor Vehicles Registered.....	969,550	1,291,747	1,406,118	8.8
Number of Licensed Drivers.....	1,263,697	1,556,559	1,656,259	6.4
Percentage Increase in Gasoline Consumption.....				12.8
Mileage Rate† (Based on Gas. Consumption Figures).....	10.4	9.2	8.8	.....
Death Rate per 10,000 Vehicles Registered.....	8.3	7.8	7.7	.....
Death Rate per 100,000 Population‡.....	17.9	21.2	22.1	.....
Classification of Persons Fatally Injured				
Drivers.....	200	286	307	7.3
Passengers.....	240	348	395	13.5
Pedestrians.....	290	316	320	1.3
Others.....	5	5	7	.....
Bicyclists.....	32	29	27	-6.9
Motorcycle Drivers.....	20	22	18	-18.2
Motorcycle Passengers.....	5	4	8	.....
Total Killed.....	792	1,010	1,082	7.1
Classification of Persons Non-Fatally Injured				
Drivers.....	4,314	6,719	7,011	4.3
Passengers.....	7,135	10,486	10,551	0.6
Pedestrians.....	3,662	4,619	4,853	5.1
Others.....	95	76	117	53.9
Bicyclists.....	854	1,028	1,069	4.0
Motorcycle Drivers.....	453	582	603	3.6
Motorcycle Passengers.....	125	124	149	20.2
Total Injured.....	16,638	23,634	24,353	3.0
Location of Accidents				
Cities.....	15,130	24,486	26,887	9.8
Towns.....	2,364	4,535	5,193	14.5
Villages.....	607	1,023	1,258	23.0
(Urban Streets).....	(18,101)	(30,044)	(33,338)	11.0
King's Highways.....	10,197	16,427	18,253	11.1
County Roads.....	3,553	6,138	7,405	20.6
Township Roads.....	3,046	5,906	6,870	16.3
(Rural Roads).....	(16,796)	(28,471)	(32,528)	14.2
Total.....	34,897	58,515	65,866	12.6

* Involving personal injury or property damage in excess of \$50.00.

† Number of persons fatally injured per 100,000,000 miles travelled.

‡ Estimated Ontario population 4,897,000 (1953).

REPORT OF

	10-Year Average (1944-1953)	1952	1953	Percent Increase from 1952
Accidents by Road Location				
Street Intersections.....	9,718	15,753	18,072	14.7
Between Street Intersections.....	7,331	12,327	13,529	9.7
Rural Intersections.....	3,005	5,506	5,934	7.8
Straight Road.....	9,185	15,137	18,294	20.8
Private Driveway.....	962	2,039	1,176	.....
Curve.....	2,601	4,379	5,339	21.9
Hill.....	1,274	2,034	2,133	4.9
R.R. Crossing (a) Man on duty or gates.....	30	37	43	16.2
R.R. Crossing (b) Automatic signal.....	57	70	86	22.8
R.R. Crossing (c) Unguarded.....	222	315	302	-4.1
Bridge.....	510	913	955	4.6
On Ferry or Dock.....	2	5	3	.....
Total.....	34,897	58,515	65,866	12.6
Age of Persons Fatally Injured				
0- 4 Years.....	49	75	68	-9.3
5-14 Years.....	85	78	116	48.7
15-35 Years.....	272	364	412	13.2
36-54 Years.....	162	222	198	-10.8
55-64 Years.....	83	99	108	9.1
65 Years and over.....	141	172	180	4.6
Total.....	792	1,010	1,082	7.1
Age of Persons Non-Fatally Injured				
0- 4 Years.....	793	1,211	1,314	8.5
5-14 Years.....	2,123	2,932	3,173	8.2
15-35 Years.....	7,746	11,276	11,687	3.6
36-54 Years.....	3,390	4,819	4,950	2.7
55-64 Years.....	1,100	1,417	1,414	-0.2
65 Years and over.....	841	1,149	1,119	-2.6
Not Stated.....	645	830	696	-16.1
Total.....	16,638	23,634	24,353	3.0
All Accidents by Light Conditions				
Daylight.....	20,095	33,665	38,588	14.6
Dusk.....	1,646	2,915	3,198	9.7
Dark.....	13,132	21,888	24,029	9.3
Not Stated.....	24	47	51	8.5
Total.....	34,897	58,515	65,866	12.6
Fatal Accidents by Light Conditions				
Daylight.....	338	429	435	1.4
Dusk.....	33	48	42	-12.5
Dark.....	329	416	443	6.5
Not Stated.....	.....	.....	.....	.....
Total.....	700	893	920	3.0
All Accidents by Road Surface				
Dry Surface.....	21,051	36,493	41,259	13.1
Wet Surface.....	6,565	11,199	13,444	20.0
Muddy Surface.....	129	241	247	2.5
Snowy Surface.....	2,816	3,842	4,820	25.4
Icy Surface.....	4,336	6,740	6,096	-9.6
Total.....	34,897	58,515	65,866	12.6

	10-Year Average (1944-1953)	1952	1953	% Increase from 1952
Drivers in All Accidents by Age Group*				
Under 18 Years.....	2,020	3,639	4,119	13.2
18-24 Years.....	14,291	25,071	28,300	12.9
25-40 Years.....	24,350	41,614	47,158	13.3
41-54 Years.....	10,615	18,011	19,875	10.3
55-64 Years.....	3,655	5,957	6,800	14.1
65 Years and over.....	1,465	2,496	2,863	14.7
Not Stated.....	753	1,344	1,242	-7.6
Total.....	57,149	98,132	110,357	12.4
Experience of Drivers				
Less than Three Months.....	682	1,248	1,486	19.1
3- 6 Months.....	448	840	1,134	35.0
6-12 Months.....	641	1,241	1,654	33.3
1- 4 Years.....	10,512	19,571	23,019	17.6
5 Years and over.....	42,345	70,659	78,405	11.0
Not Stated.....	2,521	4,573	4,659	1.9
Total.....	57,149	98,132	110,357	12.4
Day of Occurrence				
Sunday.....	5,199	9,098	10,298	13.2
Monday.....	4,388	7,138	8,113	13.6
Tuesday.....	4,134	7,136	7,521	5.4
Wednesday.....	4,107	7,115	7,493	5.3
Thursday.....	4,331	7,089	8,421	18.8
Friday.....	5,280	8,395	9,796	16.7
Saturday.....	7,458	12,544	14,224	13.4
Total.....	34,897	58,515	65,866	12.6
Month of Occurrence				
January.....	2,648	4,967	5,390	8.5
February.....	2,420	4,269	4,814	12.8
March.....	2,363	3,895	4,322	11.0
(1st Quarter).....	(7,431)	(13,131)	(14,526)	10.6
April.....	2,151	3,679	4,357	18.4
May.....	2,509	4,269	5,281	23.7
June.....	2,713	4,328	5,103	17.9
(2nd Quarter).....	(7,373)	(12,276)	(14,741)	20.1
July.....	2,998	5,019	5,566	10.9
August.....	3,090	5,101	5,822	14.1
September.....	3,213	5,094	5,981	17.4
(3rd Quarter).....	(9,301)	(15,614)	(17,369)	11.2
October.....	3,249	5,387	5,750	6.7
November.....	3,537	5,526	6,063	9.7
December.....	4,006	6,581	7,417	12.7
(4th Quarter).....	(10,792)	(17,494)	(19,230)	9.9
Total.....	34,897	58,515	65,866	12.6
Fatal Accidents by Month of Occurrence				
January.....	38	45	50	11.1
February.....	35	60	52	-13.3
March.....	40	52	49	-5.8
(1st Quarter).....	(113)	(157)	(151)	-3.8
April.....	45	55	52	-5.5
May.....	49	64	75	17.2
June.....	57	69	74	7.2
(2nd Quarter).....	(151)	(188)	(201)	6.9
July.....	65	99	83	-16.2
August.....	72	84	93	10.7

* The percentage distribution of drivers in accidents and drivers licensed (shown in parenthesis) during 1953, by age groups, was as follows: Age under 18, 3.8% (2.8%); 18-24 years, 25.9% (15.0%); 25-40, 43.2% (42.8%); 41-54, 18.2% (25.1%); 55-64, 6.3% (10.1%); 65 years and over, 2.6% (4.2%).

	10-Year Average (1944-1953)	1952	1953	% Increase from 1952
Fatal Accidents by Month of Occurrence (cont'd)				
September.....	77	82	95	15.8
(3rd Quarter).....	(214)	(265)	(271)	2.3
October.....	85	105	119	13.3
November.....	72	90	87	-3.3
December.....	65	88	91	3.4
(4th Quarter).....	(222)	(283)	(297)	4.9
Total.....	700	893	920	3.0

**STATISTICS RELATING TO MOTOR VEHICLE ACCIDENTS IN
ONTARIO CITIES, 1952 AND 1953**

CITY	Accidents		Number of Persons Fatally Injured		Number of Persons Non-fatally Injured	
	1952	1953	1952	1953	1952	1953
Belleville.....	164	162	1	1	65	54
Brantford.....	225	124	3	5	82	73
Chatham.....	299	354	2	1	80	91
Cornwall.....	264	320	3	3	95	108
Fort William.....	444	533	2	6	138	172
Galt.....	106	121	.....	.....	63	71
Guelph.....	284	346	3	4	85	91
Hamilton.....	3,989	4,079	26	18	1,102	1,303
Kingston.....	611	715	7	2	184	199
Kitchener.....	467	687	6	10	230	357
London.....	2,073	2,264	15	12	408	457
Niagara Falls.....	257	241	.....	2	89	84
North Bay.....	230	289	1	1	64	78
Oshawa.....	123	115	3	6	101	97
Ottawa.....	1,882	1,826	17	18	700	666
Owen Sound.....	171	157	1	2	35	48
Peterborough.....	352	455	3	3	90	102
Port Arthur.....	223	293	3	5	122	116
St. Catharines.....	458	535	3	2	128	163
St. Thomas.....	54	53	.....	.....	38	35
Sarnia.....	897	769	8	6	191	202
Sault Ste. Marie.....	635	779	2	6	155	196
Stratford.....	169	199	2	1	51	51
Sudbury.....	107	129	10	3	24	54
Toronto.....	7,112	8,341	64	67	3,607	4,092
Welland.....	196	169	3	1	61	67
Windsor.....	2,313	2,355	13	14	846	864
Woodstock.....	253	325	.....	3	108	107
Waterloo.....	128	151	1	.....	35	49
TOTAL.....	24,486	26,886	200	202	8,977	10,047

REPORT OF FINANCIAL RESPONSIBILITY DIVISION 1953**Suspension of Drivers' Licences and Motor Vehicle Permits**

It is generally agreed that the controls applied through the suspension of drivers' licences and motor vehicle permits serve as a strong corrective weapon in the campaign against traffic accidents. The Department therefore conducts a vigorous and continuous program to remove from the highways the habitual violators of traffic laws, the drunken drivers and the physically and mentally unfit operators. Much of the work entailed in carrying out this program is centered under the Financial Responsibility Division. Appended to this report are statistical tables showing the extent of the operations of the Division during the year 1953 as they apply to the suspension of drivers' licences and motor vehicle permits.

In table 1 the suspensions applied have been divided into four groups or classes for reference purposes. In order to give the reader as clear a picture as possible of the reason for the removal from the highway of the drivers affected by these suspensions some comment will be made with respect to each group.

Group A are suspensions affecting both drivers' licences and motor vehicle permits and were applied for failure to satisfy judgments for damages arising out of motor vehicle accidents. As the subject of Unsatisfied Judgments will be dealt with at some length later in this report no further comment will be made at this time.

Group B are suspensions of drivers' licences and/or motor vehicle permits which were applied by a Magistrate or Judge upon conviction of a driver for some traffic violation. The operation of a motor vehicle on the highway being a privilege, it therefore seems only reasonable that the driver who abuses his privilege should have it withdrawn or suspended. For this reason the Highway Traffic Act, in addition to providing a fine or imprisonment or both as a penalty for disobeying the rules of safe driving, provides that the court may suspend the driver's licence and/or motor vehicle permit of a person convicted of such an offence. For example, where a conviction for careless driving is registered the Magistrate may suspend the driver's licence of the convicted person for any period up to six months. At the last session of the Legislature not only was the minimum fine for failing to remain at the scene of an accident increased from \$25.00 to \$100.00, but the period of suspension that could be applied by the court was increased from sixty days to one year. In practically every penalty section under the Act some provision is made for suspension by the courts. Under the Criminal Code, a federal statute, the court may prohibit a person convicted of motor manslaughter from driving for any period deemed sufficient, and upon conviction for Criminal negligence, dangerous or reckless driving, drunk driving, or failing to remain at the scene of an accident may prohibit driving for any period up to three years. The extent to which the courts exercise the authority given by the statutes to suspend is shown in the table.

As stated in previous reports, it is desirable that the authority to suspend driving privileges be vested in the courts and, generally speaking, the courts should assume the onus of responsibility for withdrawing such privileges. In considering such action it is important that the adjudicator be in possession of all related factors. The courts are given wide powers, not available to other bodies, to subpoena witnesses and hear testimony under oath. There are, however, a number of cases which, in the normal way, would not come to the attention of the courts and where it would seem desirable that the privilege of driving be withdrawn. For this reason the Minister is given authority under the Highway Traffic Act to suspend or cancel a licence or permit for any reason he deems sufficient, and to prohibit any person from driving for any

period. As there is no appeal from the ruling of the Minister these powers are not used indiscriminately, but only for just cause after very careful screening.

Group C shows a total of 2,656 cases, where under Ministerial authority the privilege of driving was withdrawn in 1953. In the first instance, reference might be made to those persons who suffer from some disability or disease which would render them incapable of operating a motor vehicle safely. This group includes those who suffer from seizures or blackouts or other conditions causing sudden loss of consciousness. In the second group are included persons suffering from mental illness. Through the co-operation of the Department of Health, reports are received from the various Ontario Hospitals throughout the province providing the names of persons who have been released on probation but who, in the opinion of the hospital authorities, are not competent to drive.

In order that the Minister might have expert advice to guide him when considering the withdrawal or reinstatement of the driving privileges of persons coming under these categories, the Drivers' Medical Appeal Board, which has among its members a number of specialists in neurology and psychiatry, has been set up. All cases involving the question of physical or mental disability are referred to this Board who recommend to the Minister suspension or reinstatement.

Action is also taken under these suspension powers to withdraw, temporarily, the driving privileges of a person, where the records indicate that such person, in any given period, has been convicted of an excessive number of infractions of the law involving the use of a motor vehicle. This brings us to an important phase of the work of this Division. The Highway Traffic Act requires the Registrar of Motor Vehicles to keep an operating record of every driver, which record shall show all convictions registered against such driver, all unsatisfied judgments for damages arising out of a motor vehicle accident and all accidents in which the driver has been involved. Elsewhere in this report is shown the number of accidents which were reported. From table 2 appended hereto it will be noted that a total of 163,867 convictions were reported by the courts. Similar reports have been coming in for the past twenty-three years and there are in the files at the present time more than 900,000 individual operating records. The assimilating of the new reports with previous records is a tremendous task. These operating records are continually under review and where it is felt warranted, having regard to the convictions and/or accidents appearing on an individual operating record, the driver's licence of an operator is suspended for a period of time. Upon reference to the statistics it will be noted that a total of 1,366 persons had their driving privileges withdrawn in 1953 in view of bad operating records.

With a view to assisting the innocent victim of the negligent driver in the collection of damages, to promote safe driving and to penalize the reckless and irresponsible driver, the financial responsibility provisions of the Highway Traffic Act were enacted in 1930. This legislation therefore, not only provides for the suspension of the driver's licence and motor vehicle permit of every person who fails to satisfy a judgment for damages arising out of a motor vehicle accident, but also provides for suspension, upon conviction for many offences under the Highway Traffic Act and offences under the Criminal Code involving the use of a motor vehicle. These suspensions are effective until proof of financial responsibility, i.e. proof, of ability to pay damages arising out of an accident, is filed. Group D shows, by offences, the number of suspensions which were applied for this reason.

Proof of financial responsibility may be filed by means of an insurance certificate, a surety bond or the deposit of \$11,000 in securities. That by far the greater majority must depend on the insurance method, is shown by Table 8 which shows that over 99 per cent of those who filed proof in 1953 did so by

means of an insurance certificate. An insurance company is naturally reluctant to file a certificate for a driver whose operating record shows a tendency to accidents or convictions. Such a driver therefore finds it impossible to file proof of financial responsibility and is denied the use of the highway for a period of two years, or until he can convince some insurer to file a certificate for him. Table 6 shows that only one-third (34.4%) of those who were required to file proof in 1953 were able to do so. The driver who has obtained insurance is aware that his ability to continue it in force depends upon his driving record. One more conviction or one more accident may bring about the cancellation of his insurance certificate which, in turn, will automatically result in the immediate reimposition of the suspension of his driving privileges. Reinstated drivers who have filed proof of financial responsibility may therefore be expected to drive with extra care. The records show that only about 15 per cent of drivers who have been required to file proof of financial responsibility are repeaters.

Since 1947 the law has required that every person convicted of any offence under the Highway Traffic Act arising out of an accident, regardless of the extent of the injury or damage, to file proof of financial responsibility. A study of case histories over this period revealed that such legislation resulted in the withdrawal, at least for a short period of time, of the driving privileges of many motorists who were insured under a motor vehicle liability policy and were therefore financially responsible. Numerous complaints were received from persons convicted of such minor offences as failing to signal for a turn, improper lights or other equipment, improper passing, etc., that they were finding it increasingly difficult to obtain the insurance certificate which the law required. Even if they were subsequently successful there was considerable delay during which period their driving privileges were suspended. In addition, the insurance certificate, when and if issued, carried with it a substantial surcharge added to the regular yearly premium.

As previously intimated, one of the objectives of the legislation was to increase the percentage of financially responsible drivers. Penalizing this group of drivers who were already insured did not serve any useful purpose as far as this objective was concerned. To alleviate the situation and to provide an incentive for motorists to become financially responsible, the 1953 session of the Legislature amended the law to provide that where a person, convicted of an offence under the Highway Traffic Act arising out of an accident, could file proof that at the time of the accident he was insured under a motor vehicle liability policy, he would not be required to file proof of financial responsibility and his driving privileges would not be suspended. While it is still too early to determine the effect of the new legislation it is reasonable to assume that when these new provisions become common knowledge many motorists will be induced to insure their car or truck without the stigma of compulsion. It can be stated at this time that, from the time the legislation became operative on April 2nd, 1953, to December 31st, 1953, some 3,500 persons whose driving privileges would previously have been suspended were able to preclude this necessity because at the time of the offence a motor vehicle liability insurance policy was in effect for their protection.

While this Branch is administratively responsible for the enforcement of the law, police authorities however bear the brunt of actual enforcement. In 1953 nearly one thousand persons were convicted of infractions of suspension orders. This demonstrates the excellent co-operation which is being received from the various police departments throughout the Province in the enforcement of suspensions. We are greatly indebted to them for their co-operation in promoting successful administration. The courts are also a great aid in helping to solve the problem of enforcement by imposing adequate penalties. A survey of the penalties imposed for driving while suspended shows that in

many instances gaol terms ranging from a few days to two or three months were imposed. We believe that more penalties of this kind are required and that there are too many cases where the minimum penalty of a small fine is given. During the year, 87 persons who registered motor vehicles in their name illegally, while under suspension, had such vehicles confiscated under the mandatory provisions of the law. Those that were found to be unroad-worthy were sold for scrap, the balance were disposed of by tender to the highest bidder.

No serious difficulties were experienced during the year in the administration of this part of the law and this was in no small measure due to the degree of co-operation received from Ontario motorists in general. This leads us to believe that more and more the value of this type of legislation is appreciated by the motorists.

The Unsatisfied Judgment Fund

Earlier in this report reference was made to the fact that one of the reasons for the suspension of drivers' licences and motor vehicle permits was failure to satisfy judgments for damages arising out of motor vehicle accidents. It was also stated that the adoption of the financial responsibility provisions of the Highway Traffic Act enacted in 1930 had as a primary purpose the indemnification of persons suffering loss or damage through either bodily injury or property damage arising from motor vehicle accidents. We believe it is correct to say that year by year such purpose is becoming increasingly achieved.

Since enactment in 1930 the legislation has required the suspension of the driving privileges of every judgment debtor against whom a judgment for damages occasioned by a motor vehicle has been awarded, until the judgment is settled and proof of financial responsibility, i.e., proof of ability to satisfy future judgments, is filed. In the twenty-five years that this legislation has been in existence it has undoubtedly assisted many innocent victims of traffic accidents to obtain some redress for the damages which they received. When evidence is filed of an unsatisfied judgment, the judgment debtor is advised that, unless the judgment is paid or a satisfactory settlement arranged within ten days, his driver's licence and motor vehicle permit will be suspended until the judgment is satisfied. This action has resulted in a large number of judgments being paid without it being necessary to apply a suspension.

In 1931 there were 48 suspensions applied under this authority. In 1941 almost three times this number were applied. While there was very little increase during the war years, the total did rise very rapidly thereafter to 621 in 1951. There has been a gradual increase since that time to the present total of 1,149 as shown under group A in Table 1 appended hereto.

After fifteen years' experience, it was evident from the records, that the victims of the negligent and irresponsible driver required further assistance in the collection of damages. Although in many instances the suspension, or threat of suspension, of driving privileges resulted in judgments being settled, there were many cases where it had not had such effect. Some judgments had not been paid although a suspension had been in effect for many years. In 1947 provision was therefore made in the Statutes for the creation of an Unsatisfied Judgment Fund. From this Fund, to which every person obtaining an operator's or chauffeur's licence subscribes an annual fee of not more than \$1.00, is paid on court orders, judgments which cannot be collected from the judgment debtor even though his driving privileges have been suspended. After every other means of payment has been exhausted without success, the judgment creditor may make application to the court for an order directing payment of the judgment out of the Fund, to the limits of \$5,000/\$10,000 for death or personal injury and \$1,000 for damage to property, together with

the taxed costs as taxed on a party-and-party basis. A new feature was incorporated to provide redress for the victim of the so-called "hit-and-run" accident. The legislation provided that the injured person, upon satisfying the court that if the driver or owner of the vehicle responsible for the damage had been identified, there would have been a cause of action against such owner or driver, the court may grant permission to sue the Registrar of Motor Vehicles as a nominal defendant. Upon recovering judgment the amount of same is paid out of the Fund.

Now in its seventh year of operation, the Fund has undoubtedly justified its existence. From July 1st, 1947, to March 31st, 1954, payments of close to \$6,000,000 have been made to some 3,270 persons. Of this total almost \$600,000 has been paid to victims of the "hit-and-run" driver. During the first eighteen months the Fund was in existence the payments amounted to only \$3,601.67. During the next year, from April 1st, 1948 to March 31st, 1949, the payments were \$251,843.21. In the next year payments were more than double this amount, and every year since there has been a substantial increase, so that for the year ending March 31st, 1954 the total payments amounted to \$1,611,023.72. The number of judgments paid has increased from 4 during the first eighteen months to 510 in the last year.

Even with payments of more than a million-and-a-half dollars in the last year and representing an increase of 32 per cent over the previous year, the balance in the Fund as of April 1st, 1954 was nevertheless \$746,510.80. It is therefore not expected that any difficulty will be experienced during the coming year in meeting all demands for payments even though these may be larger than any previous year.

That the creation of the Unsatisfied Judgment Fund has not nullified the beneficial effect which the original legislation had in securing the settlement of judgments, is demonstrated by the fact that our records show in the past year that over 500 unsatisfied judgments, which were referred to us, were settled without recourse to the Fund being necessary. If to this figure is added the more than 500 judgments which were paid out of the Fund we find that close to 1,500 persons received some direct assistance in having their claims for damages paid. No doubt many more indirectly benefitted by the legislation.

We have intimated that where satisfactory arrangements are made for the payment of a judgment in instalments, the driving privileges of a judgment debtor are reinstated. In this connection it should be stated that the Act provides that where a judgment debtor secures a court order for payment of a judgment in instalments, the driving privileges of such judgment debtor shall not be suspended so long as there is no default in the payment of instalments. This, however, applies only to judgments which have not been paid from the Fund. Where a judgment is paid out of the Fund, the Act provides that the judgment debtor may not own or operate a motor vehicle under any circumstances until the total amount paid from the Fund has been repaid, together with interest at 4 per cent, and until proof of financial responsibility has been filed.

Aside from being kept under close surveillance by the police, a debtor to the Fund is forced, by every means which appears feasible, to make any payments which our investigation indicates he should be capable of doing. As a result of the pressure thus exerted a total of \$71,198.19 was collected during the year. This compares with \$44,618.12 collected in the previous year. In the last year 43 judgments totalling \$38,945.02 were paid in full. The balance represents monthly instalment payments being made by 113 persons.

Reference might be made to one particular case which is possibly representative of the action which is taken to secure repayment to the Fund. An amount of almost \$5,000 was paid in settlement of a judgment recovered

against a judgment debtor residing in a border city. Subsequent investigation indicated that the debtor was employed in an adjacent State of the United States and that on occasion he operated a motor vehicle, registered in the State, across the border and into Ontario. The provincial Police were alerted and were successful in apprehending the debtor while driving in Ontario. He was subsequently convicted of driving while under suspension. The sheriff was notified of the conviction and he had the vehicle placed under seizure. As a result of this action the debtor raised the money required to pay off the judgment in full, plus interest, to secure the release of his car.

This report would not be complete unless we expressed to Mr. E. H. Silk, Q.C., Senior Solicitor, Department of the Attorney-General and Commissioner E. V. McNeil, Ontario Provincial Police, and their officers and assistants, our appreciation for the excellent assistance which they have rendered in the administration of the Fund. Without their co-operation it would not be possible to administer the law efficiently.

UNSATISFIED JUDGMENT FUND

Period: April 1, 1953-March 31, 1954

Balance Carried Forward		To payment of 485	
April 1, 1953.....	\$ 554,729.33	Class A judgments (1).....	\$1,502,678.09
By Fees (3).....	1,731,607.00	To payment of 35	
		Class B judgments (2).....	108,345.63
By repayments into Fund.....	71,198.19	Balance in Fund	
		March 31, 1954.....	746,510.80
	<u>\$2,357,534.52</u>		<u>\$2,357,534.52</u>

- (1) Class "A" judgment is one recovered against a known owner and/or driver which was uncollectable and may include damage for both personal injury and property damage.
- (2) Class "B" judgment is one recovered against the Registrar of Motor Vehicles for personal injuries received in so called "Hit and Run" accidents, where the motor vehicle causing the accident was not identified.
- (3) A fee collected annually from each person issued an operator's or chauffeur's licence.
- (4) Money collected from judgment debtors in repayment of judgments paid out of the Fund.

ONTARIO
UNSATISFIED JUDGMENT FUND
STATEMENT OF PAYMENTS INTO AND OUT OF THE FUND
Period July 1, 1947-March 31, 1954

PAYMENTS IN				PAYMENTS OUT								Balance in Fund	
Period	(3) By Fees	(4) By Re- payments	Total	CLASS A JUDGMENTS (1)				CLASS B JUDGMENTS (2)					
	\$	\$	\$	No.	Amount	Taxed Costs	Interest	Total	No.	Amount	Taxed Costs		Total	Total Paid Out (A+B)
					\$	\$	\$	\$		\$	\$	\$	\$
July 1, 1947 to March 31, 1948.....				3	2,028.00	850.78	31.39	2,910.17	1	500.00	191.50	691.50	3,601.67
April 1, 1948 to March 31, 1949.....	477,850.00	1,178.42	479,028.42	89	161,686.83	38,203.69	1,727.11	201,617.63	15	44,229.16	5,996.42	50,225.58	251,843.21
April 1, 1949 to March 31, 1950.....	673,020.00	10,897.87	683,917.87	233	357,146.66	96,556.11	7,525.69	461,228.46	30	68,118.29	11,566.41	79,684.70	540,913.16
April 1, 1950 to March 31, 1951.....	738,128.00	22,025.12	760,153.12	262	469,313.43	121,070.39	10,428.52	600,812.34	43	109,776.08	22,623.57	132,399.65	733,211.99
April 1, 1951 to March 31, 1952.....	757,160.00	32,909.77	790,069.77	346	672,523.22	163,217.86	17,539.02	853,280.10	34	110,050.85	19,243.38	129,294.23	982,574.33
April 1, 1952 to March 31, 1953.....	1,523,109.50	44,618.12	1,567,727.62	402	872,822.29	224,444.26	22,666.55	1,119,933.10	34	77,532.91	16,557.10	94,090.01	1,214,023.11
Treasury Loan April 1, 1953 to March 31, 1954.....	1,731,607.00	71,198.19	1,802,805.19	485	1,158,382.37	315,218.70	29,077.02	1,502,678.09	35	89,586.43	18,759.20	108,345.63	1,611,023.72
TOTALS.....	5,900,874.50	182,827.49	6,733,701.99	1,820	3,693,902.80	959,561.79	88,995.30	4,742,459.89	192	499,793.72	94,937.58	594,731.30	5,987,191.19

(1) Class "A" judgment is one recovered against a known owner and/or driver which was uncollectable and may include damage for both personal injury and property damage.

(2) Class "B" judgment is one recovered against the Registrar of Motor Vehicles for personal injuries received in so called "Hit and Run" accidents, where the motor vehicle causing the accident was not identified.

(3) A fee collected annually from each person issued an operator's or chauffeur's licence.

(4) Money collected from judgment debtors in repayment of judgments paid out of the Fund.

* Repayment of Treasury Loan.

TABLE 1 — SUSPENSIONS AND REVOCATIONS OF DRIVERS' LICENCES AND/OR MOTOR VEHICLE PERMITS, ONTARIO**January 1 to December 31, 1953**

Total Number of Suspensions and Revocations Applied — 21,253

For reference purposes these suspensions have been divided into 4 groups as shown below:

REASON FOR SUSPENSION OR REVOCATION	NUMBER APPLIED
Group A	
Failure to satisfy judgments for damages arising out of motor vehicle accidents... These suspensions are effective until the judgment is paid and proof of financial responsibility filed.	1,149
Group B	
Orders made by courts prohibiting driving following convictions for offences of:	
Careless driving.....	1,052
Drunk driving.....	273
Ability impaired.....	47
Failing to remain.....	306
Dangerous driving.....	278
Motor manslaughter.....	16
Speeding.....	6
Racing.....	7
Driving, no licence.....	2
Other offences.....	4
TOTAL.....	1,991
These suspensions are effective for the period set by the court and until proof of financial responsibility filed.	
Group C	
Orders made by Minister under authority of Highway Traffic Act as result of:	
Bad operating records.....	1,366
Unsatisfactory report re mental condition.....	443
Unsatisfactory report re physical condition.....	104
Miscellaneous.....	743
TOTAL.....	2,656
These suspensions are effective indefinitely at the discretion of the Minister of Highways.	
Group D	
Proof of financial responsibility required to be filed in view of convictions for:	
Speeding.....	41
No driver's licence.....	670
Improper lights.....	36
Defective brakes.....	233
Improper turning, signalling, passing, etc.....	1,309
Failing to report accident.....	287
Careless driving.....	4,282
Reckless or dangerous driving.....	575
Leaving scene of accident.....	976
Drunk driving.....	1,492
Driving ability impaired.....	5,855
Theft of motor vehicle.....	499
Motor manslaughter.....	19
Criminal negligence.....	3
Other offences.....	76
Cancellation of proof of F.R.....	2,421
Failure to satisfy judgment.....	1,149
TOTAL.....	19,923*

*Includes some suspensions shown in A, B & C.

Pursuant to the provisions of the Ontario Highway Traffic Act, the driver's licence and motor vehicle permit of every person convicted of any offence named hereunder are suspended until proof of financial responsibility is filed: (1) any offence under the Act arising out of an accident; (2) any offence under the Act if the magistrate suspends the licence or permit; and (3) any criminal offence involving the use of a motor vehicle (Section 81-1).

NOTE: No suspension is applied for an offence named in 1 (see above) if the motor vehicle being operated at the time of the offence was insured for public liability and property damage. (Section 81a H.T.A.)

TABLE 2—SHOWING BY OFFENCES NUMBER OF CONVICTIONS AND
COMMITTALS FOR TRIAL REPORTED BY COURTS PURSUANT TO
HIGHWAY TRAFFIC ACT FOR CALENDAR YEAR 1953

SECTION OF ACT	OFFENCE	NUMBER OF CONVICTIONS	PER CENT OF TOTAL
Highway Traffic Act			
3	Fail to register a motor vehicle.....	229	.140
4	False statement on application for permit.....	909	.555
5	Fail to have number plates.....	3,115	1.901
6	Fail to notify Department of change of ownership.....	550	.336
7	Improper use of number plates.....	448	.273
10	Improper lights.....	7,999	4.882
12	Defective brakes.....	1,788	1.091
13	Faulty equipment (mirror, windshield, etc.).....	734	.448
14 & 15	Improper ties, clamps, etc.....	15	.009
17	Unnecessary noise.....	1,821	1.111
19	Excessive width and length of vehicle.....	194	.118
21	Fail to have chauffeur's licence.....	199	.122
23	Fail to produce chauffeur's licence.....	78	.048
25	Procure licence or permit illegally.....	122	.075
26 & 27	No garage licence or improper use of garage licence.....	38	.023
28	Speeding.....	78,250	47.752
29	Careless driving.....	8,582	5.237
30	Racing.....	27	.017
32	Unnecessary slow driving.....	47	.029
33	Defacing or removing signs.....	3	.002
34	Overweight re tires.....	52	.032
36	Load in excess of permit issued.....	3,791	2.313
38	Overhanging load.....	205	.125
40	No name of owner on commercial vehicle.....	1,931	1.178
41	Improper turning, passing, signalling, etc.....	33,887	20.680
42	Crossing traffic lanes improperly.....	136	.083
43	Park on Highway.....	626	.382
45 & 46	Passing street cars or horses improperly.....	140	.085
47	Depositing glass, scrap, etc., on highway.....	48	.029
48	Failing to stop at accident and give name.....	901	.550
52	Operate motor vehicle under age 15.....	34	.021
55	Drunk in charge of conveyance.....	17	.010
68	Drive while permit or licence suspended.....	480	.293
75	Fail to have operator's licence.....	4,426	2.701
76	Fail to produce operator's licence.....	1,924	1.174
110	Fail to report accident.....	489	.298
	Disobey regulations under the Act.....	473	.289
	Other offences.....	128	.078
Criminal Code (Canada)			
268	Motor manslaughter.....	26	.016
285(1)	Furious driving.....	3	.002
285(2)	Leaving the scene of an accident.....	399	.243
285(3)	Take vehicle without consent of owner.....	336	.205
285(4)	Drunk driving.....	1,418	.865
285(4A)	Driving while ability impaired.....	5,800	3.539
285(6)	Reckless or dangerous driving.....	525	.320
285(8)	Drive whilst disqualified.....	370	.226
377	Theft of motor vehicle.....	154	.094
TOTAL.....		163,867	100.000

TABLE 3—SHOWING BY TYPE OF SUSPENSION AND BY YEARS NUMBER OF SUSPENSIONS APPLIED

YEAR	A SUSPENSIONS FOR FAILURE TO PAY JUDG.	B SUSPENSIONS APPLIED BY COURTS	C SUSPENSIONS APPLIED BY DEPARTMENT	D FINANCIAL RESPONSIBILITY SUSPENSIONS	TOTAL
1948	186	1,914	848	10,449	11,004
1949	373	1,596	1,342	12,240	12,998
1950	514	2,238	2,107	14,719	16,000
1951	621	2,256	2,110	15,794	17,016
1952	982	1,795	1,827	18,853	20,662
1953	1,149	1,991	2,656	18,774	21,253

NOTE:— Column "D" includes some suspensions shown in columns A, B & C, as in addition to definite period of suspension applied, proof of financial responsibility must be filed before driving privileges can be restored.

TABLE 4—SHOWING SUSPENSIONS OF DRIVERS' LICENCES AND/OR MOTOR VEHICLE PERMITS APPLIED BY COURTS AND DEPARTMENT FOR DEFINITE PERIODS

PERIOD	NUMBER					
	1948	1949	1950	1951	1952	1953
Up to three months (A).....	1,681	1,784	2,097	2,158	1,675	2,026
Three months to six months (B).....	438	497	1,080	1,229	786	921
Six months to one year (C).....	199	203	298	268	244	237
One year to two years (D).....	56	45	67	72	66	74
Two years to three years (E).....	20	22	40	44	57	53
Indefinite (F).....	364	380	763	595	794	1,336
TOTAL.....	2,758	2,931	4,345	4,366	3,622	4,647

NOTE:— Most of the suspensions under (A) (B) (C) (D) and (E) will, in addition to the definite periods indicated, be effective until proof of financial responsibility is filed.

The suspensions under (F) are rescinded at any time satisfactory evidence of fitness to drive is indicated.

**TABLE 5—SHOWING NUMBER OF SUSPENSIONS APPLIED BY YEARS
REQUIRING THE FILING OF PROOF OF FINANCIAL RESPONSIBILITY**

OFFENCE	1948	1949	1950	1951	1952	1953
Speeding.....	56	75	55	47	45	41
No driver's licence.....	615	850	1,024	936	787	670
Improper lights.....	47	58	63	49	54	36
Defective brakes.....	198	286	273	250	263	233
Improper turning, signalling, etc.....	898	1,268	1,571	1,535	1,682	1,309
Failing to report an accident.....	230	233	263	285	276	287
Careless driving.....	4,367	4,765	5,538	5,539	5,079	4,282
Reckless or dangerous driving.....	687	743	700	628	544	575
Leaving scene of accident.....	584	733	862	875	997	976
Drunk driving.....	1,149	1,294	1,817	1,954	1,312	1,492
Driving while ability impaired (1).....				736	4,582	5,855
Theft of motor vehicles.....	511	524	517	548	537	499
Motor manslaughter.....	10	11	18	15	10	19
Criminal negligence.....		6	1	1	2	3
Other offences.....	247	350	458	391	410	76
Failure to satisfy a judgment.....	186	373	514	621	982	1,149
Cancellation of proof of F.R. (2).....	850	1,044	1,559	2,005	2,273	2,421
	10,635	12,613	15,233	16,415	19,835	19,923

(1) This offence added to Criminal Code (Sec. 285 S.S.4A) July, 1951.

(2) Proof of financial responsibility filed but cancelled before 2 year period expired.

**TABLE 6—SHOWING BY OFFENCES PERCENTAGE OF FINANCIAL
RESPONSIBILITY SUSPENSIONS APPLIED IN CALENDAR YEAR 1953
THAT WERE REINSTATED IN SAME YEAR BECAUSE PROOF OF
FINANCIAL RESPONSIBILITY WAS FILED**

OFFENCE	APPLIED	REINSTATED	PERCENTAGE
Speeding.....	41	15	36.6
No driver's licence.....	670	128	19.1
Improper lights.....	36	18	50.0
Defective brakes.....	233	90	38.6
Improper turning, passing, signalling, stopping, etc. Sec. 41 H.T.A.....	1,309	797	60.9
Failure to report accident.....	287	125	43.5
Careless driving.....	4,282	1,888	44.1
Reckless or dangerous driving.....	575	145	25.2
Leaving scene of an accident.....	976	360	36.9
Drunk driving.....	1,492	251	16.8
Theft of motor vehicle.....	499	9	1.8
Impaired driving.....	5,855	2,189	37.4
Criminal negligence.....	3		0.0
Motor manslaughter.....	19		0.0
Other offences.....	76	40	52.6
Failure to satisfy judgment.....	1,149	85	7.4
Cancellation of proof of financial responsibility.....	2,421	707	29.2
TOTAL.....	19,923	6,847	34.4

**TABLE 7—SHOWING BY OFFENCES FINANCIAL RESPONSIBILITY
SUSPENSIONS RESCINDED IN CALENDAR YEAR 1953**

	A F.R. FILED	B EXPIRED	C CANCELLED	TOTAL
Speeding.....	21	5	5	31
No driver's licence.....	212	223	10	445
Improper lights.....	26	3	2	31
Defective brakes.....	118	49	5	172
Improper turning, passing, signalling, stopping, etc. Sec. 41 H.T.A.....	1,007	146	37	1,190
Failure to report an accident.....	175	55	5	235
Careless driving.....	2,765	994	50	3,809
Reckless or dangerous driving.....	254	192	7	453
Leaving the scene of an accident.....	519	180	9	708
Impaired driving.....	2,726	59	13	2,798
Drunk driving.....	543	546	3	1,092
Theft of motor vehicles.....	26	136	1	163
Criminal negligence.....				
Motor manslaughter.....	2	1	4	7
Other offences.....	53	30	4	87
Failure to satisfy judgment.....	183	39	49	271
Cancellation of proof of financial responsibility..	879	662	12	1,553
TOTAL.....	9,509	3,320	216	13,045

A Included herein are suspensions applied prior to 1953.

B Suspensions had been in effect for at least two years.

C Suspensions revoked for various reasons, i.e., convictions quashed upon appeal, inaccurately reported, etc.

**TABLE 8—SHOWING TYPE OF FINANCIAL RESPONSIBILITY
FILED IN CALENDAR YEAR 1953**

TYPE	NUMBER
Vehicle policy insurance certificate.....	7,903
Driver's insurance certificate.....	1,529
Fleet insurance certificate.....	77
P.C.V. or P.V. insurance certificate.....	9
Surety bonds.....	3
Money or securities.....	10
TOTAL.....	9,531

REPORT OF THE PUBLIC VEHICLES DIVISION

The function of the Public Vehicles Division is to administer the provisions of the Public Vehicles Act and the Public Commercial Vehicles Act. These Acts are concerned with the issuance of licences, collection of fees and maintenance of records of such vehicles and the general supervision of their operation on the streets and highways of the Province.

For many years the work of this Division has increased due to the unprecedented growth in the use of the commercial motor vehicle, an increase due to the flexibility of movement and economy provided by this form of transportation.

An increase of 50.1% in the number of Public Commercial Vehicles in operation was recorded during the five-year period, 1949 to 1953. The actual increase was from 13,102 in 1949 to 19,673 in 1953. In the same period, an increase of 42.3%, or from 1,320 to 1,879, was shown in the number of Public Vehicles used for transporting children to and from school. Effective July 1, 1952, amendments to Regulations under the Public Commercial Vehicles Act provided that persons engaged solely in the business of transporting freight in bond through Ontario between Michigan and New York States should be issued a Class "L" Licence. Regulations applying to these operations provide exemption of vehicles from registration and Public Commercial Vehicle licences — but permits for each trip are issued for a fee of \$7.00. Permits are issued by Customs officers at ports of entry through arrangements with the Federal Department of Customs.

Only persons holding the required licence from the Interstate Commerce Commission, authorizing the transportation of freight between the two states mentioned, are permitted to obtain a Class "L" Licence. Operators must be bonded with the Federal Department of Customs. Passage is limited to fifteen trips per day but not exceeding sixty trips per week, and passage is not permitted on Sundays or holidays.

During the year, licences were issued to 23 Class "L" operators who operated 20,897 trips.

The uniformed inspection staff of the Division was increased to ten during 1953 to cope with the additional required investigations. A total of 526 convictions were registered for infractions of the Public Commercial Vehicles Act or Regulations.

Most operators have come to realize that with the growth of the Transport industry has come a need for good public relations to assure continued success of their business. For this reason, much more attention is being directed to driver selection, training and supervision, which, coupled with voluntary observance of laws and regulations, contributes greatly to safe operation. This action has resulted in a desirable co-operation with the Motor Vehicles Branch and has been of great benefit to operators and the public. The following statistics give some indication of the activities of the Division during the past five years:

April 1, 1953 to March 31, 1954

NUMBER OF PUBLIC COMMERCIAL VEHICLE OPERATING LICENCES ISSUED

A.....	229
B.....	38
C.....	598
D.....	471
E.....	724
F.....	3,300
FS.....	353
H.....	150
K.....	95
L.....	25
TOTAL.....	5,983

NUMBER OF PUBLIC COMMERCIAL VEHICLES LICENSED

A.....	7,292
B.....	73
C.....	2,214
D.....	2,563
E.....	986
F.....	5,032
FS.....	569
H.....	724
K.....	220
L.....	S/T permit
TOTAL.....	19,673

NUMBER OF PUBLIC VEHICLE OPERATING LICENCES ISSUED

Public Vehicle.....	232
School.....	1,504
TOTAL.....	1,736

PUBLIC VEHICLES LICENSED

Public Vehicle Licences.....	2,558
School Vehicle Licences.....	1,879
TOTAL.....	4,437

SUMMARY OF MOTOR VEHICLE TRAFFIC ACCIDENT STATISTICS

Ontario

DURING Year, 1955.

1. TYPE OF ACCIDENT										NUMBER OF PERSONS KILLED										NUMBER OF PERSONS INJURED											
Total				Fatal				Personal Injury				Property Damage Only				Total				Fatal				Personal Injury				Property Damage Only			
1. Clear	4,824	518	4,506	308	520	49	71	10	35	33	113	432	98	44,988	7,660	645	1,696	676	64	316	1,63	123	2,937	1,823	1,930	6,88	1,265	3,005			
2. Collision	2,896	243	637	627	301	345	9	14	162	77	44	39	239	106	10,877	11,363	344	622	5,827	2,888	707	4,90	595	6,519	4,804	10,274	139	4,344			
3. Collision with pedestrian	104	1	124	70	1	1	1	1	1	1	1	1	1	1	22	203	2	12	13	15	3	10	7	15	13	276	20	204			
4. Collision with animal	884	50	205	576	76	65	1	2	34	16	7	5	51	12	194	316	3	10	171	81	23	12	17	199	117	7,738	91	1,366			
5. Collision with other vehicle	2,896	243	637	627	301	345	9	14	162	77	44	39	239	106	10,877	11,363	344	622	5,827	2,888	707	4,90	595	6,519	4,804	10,274	139	4,344			
6. Collision with fixed object	1,096	26	1,052	18	29	26	13	6	2	1	1	1	1	1	566	619	1	595	338	69	34	20	24	945	136	1,834	32	770			
7. Collision with person	552	19	506	127	21	20	1	15	2	2	2	2	18	2	566	619	1	595	338	69	34	20	24	945	136	1,834	32	770			
8. Collision with object	821	172	2,218	5,851	198	191	9	12	100	45	10	15	149	42	1,566	1,619	86	154	2,294	637	129	79	61	1,562	97	1,834	32	770			
9. Collision with person	683	1	682	597	3	2	1	1	1	1	1	1	1	1	71	64	2	3	38	13	5	1	2	45	19	683	1	682			
TOTAL	65,866	920	1,663	48,307	1,010	1,022	68	116	412	198	108	180	272	236	1,435	1,314	117	1,167	4,950	1,119	696	1,575	4,598	6,866	920	1,663	48,307				

2. HOUR OF OCCURRENCE										NUMBER OF DRIVERS										NUMBER OF DRIVERS											
Total				Fatal				Personal Injury				Property Damage Only				Total				Fatal				Personal Injury				Property Damage Only			
1. Clear	4,824	518	4,506	308	520	49	71	10	35	33	113	432	98	44,988	7,660	645	1,696	676	64	316	1,63	123	2,937	1,823	1,930	6,88	1,265	3,005			
2. Collision	2,896	243	637	627	301	345	9	14	162	77	44	39	239	106	10,877	11,363	344	622	5,827	2,888	707	4,90	595	6,519	4,804	10,274	139	4,344			
3. Collision with pedestrian	104	1	124	70	1	1	1	1	1	1	1	1	1	1	22	203	2	12	13	15	3	10	7	15	13	276	20	204			
4. Collision with animal	884	50	205	576	76	65	1	2	34	16	7	5	51	12	194	316	3	10	171	81	23	12	17	199	117	7,738	91	1,366			
5. Collision with other vehicle	2,896	243	637	627	301	345	9	14	162	77	44	39	239	106	10,877	11,363	344	622	5,827	2,888	707	4,90	595	6,519	4,804	10,274	139	4,344			
6. Collision with fixed object	1,096	26	1,052	18	29	26	13	6	2	1	1	1	1	1	566	619	1	595	338	69	34	20	24	945	136	1,834	32	770			
7. Collision with person	552	19	506	127	21	20	1	15	2	2	2	2	18	2	566	619	1	595	338	69	34	20	24	945	136	1,834	32	770			
8. Collision with object	821	172	2,218	5,851	198	191	9	12	100	45	10	15	149	42	1,566	1,619	86	154	2,294	637	129	79	61	1,562	97	1,834	32	770			
9. Collision with person	683	1	682	597	3	2	1	1	1	1	1	1	1	1	71	64	2	3	38	13	5	1	2	45	19	683	1	682			
TOTAL	65,866	920	1,663	48,307	1,010	1,022	68	116	412	198	108	180	272	236	1,435	1,314	117	1,167	4,950	1,119	696	1,575	4,598	6,866	920	1,663	48,307				

3. DAY OF OCCURRENCE										NUMBER OF DRIVERS										NUMBER OF DRIVERS											
Total				Fatal				Personal Injury				Property Damage Only				Total				Fatal				Personal Injury				Property Damage Only			
1. Clear	4,824	518	4,506	308	520	49	71	10	35	33	113	432	98	44,988	7,660	645	1,696	676	64	316	1,63	123	2,937	1,823	1,930	6,88	1,265	3,005			
2. Collision	2,896	243	637	627	301	345	9	14	162	77	44	39	239	106	10,877	11,363	344	622	5,827	2,888	707	4,90	595	6,519	4,804	10,274	139	4,344			
3. Collision with pedestrian	104	1	124	70	1	1	1	1	1	1	1	1	1	1	22	203	2	12	13	15	3	10	7	15	13	276	20	204			
4. Collision with animal	884	50	205	576	76	65	1	2	34	16	7	5	51	12	194	316	3	10	171	81	23	12	17	199	117	7,738	91	1,366			
5. Collision with other vehicle	2,896	243	637	627	301	345	9	14	162	77	44	39	239	106	10,877	11,363	344	622	5,827	2,888	707	4,90	595	6,519	4,804	10,274	139	4,344			
6. Collision with fixed object	1,096	26	1,052	18	29	26	13	6	2	1	1	1	1	1	566	619	1	595	338	69	34	20	24	945	136	1,834	32	770			
7. Collision with person	552	19	506	127	21	20	1	15	2	2	2	2	18	2	566	619	1	595	338	69	34	20	24	945	136	1,834	32	770			
8. Collision with object	821	172	2,218	5,851	198	191	9	12	100	45	10	15	149	42	1,566	1,619	86	154	2,294	637	129	79	61	1,562	97	1,834	32	770			
9. Collision with person	683	1	682	597	3	2	1	1	1	1	1	1	1	1	71	64	2	3	38	13	5	1	2	45	19	683	1	682			
TOTAL	65,866	920	1,663	48,307	1,010	1,022	68	116	412	198	108	180	272	236	1,435	1,314	117	1,167	4,950	1,119	696	1,575	4,598	6,866	920	1,663	48,307				

4. THE DRIVER										NUMBER OF DRIVERS										NUMBER OF DRIVERS											
Total				Fatal				Personal Injury				Property Damage Only				Total				Fatal				Personal Injury				Property Damage Only			
1. Clear	4,824	518	4,506	308	520	49	71	10	35	33	113	432	98	44,988	7,660	645	1,696	676	64	316	1,63	123	2,937	1,823	1,930	6,88	1,265	3,005			
2. Collision	2,896	243	637	627	301	345	9	14	162	77	44	39	239	106	10,877	11,363	344	622	5,827	2,888	707	4,90	595	6,519	4,804	10,274	139	4,344			
3. Collision with pedestrian	104	1	124	70	1	1	1	1	1	1	1	1	1	1	22	203	2	12	13	15	3	10	7	15	13	276	20	204			
4. Collision with animal	884	50	205	576	76	65	1	2	34	16	7	5	51	12	194	316	3	10	171	81	23	12	17	199	117	7,738	91	1,366			
5. Collision with other vehicle	2,896	243	637	627	301	345	9	14	162	77	44	39	239	106	10,877	11,363	344	622	5,827	2,888	707	4,90	595	6,519	4,804	10,274	139	4,344			
6. Collision with fixed object	1,096	26	1,052	18	29	26	13	6	2	1	1	1	1	1	566	619	1	595	338	69	34	20	24	945	136	1,834	32	770			
7. Collision with person	552	19	506	127	21	20	1	15	2	2	2	2	18	2	566	619	1	595	338	69	34	20	24	945	136	1,834	32	770			
8. Collision with object	821	172	2,218	5,851	198	191	9	12	100	45	10	15	149	42	1,566	1,619	86	154	2,294	637	129	79	61	1,562	97	1,834	32	770			
9. Collision with person	683	1	682	597	3	2	1	1	1	1	1	1	1	1	71	64	2	3	38	13	5	1	2	45	19	683	1	682			
TOTAL	65,866	920	1,663	48,307	1,010	1,022	68	116	412	198	108	180	272	236	1,435	1,314	117	1,167	4,950	1,119	696	1,575	4,598	6,866	920	1,663	48,307				

5. RESIDENT OF DRIVER										NUMBER OF DRIVERS										NUMBER OF DRIVERS											
Total				Fatal				Personal Injury				Property Damage Only				Total				Fatal				Personal Injury				Property Damage Only			
1. Clear	4,824	518	4,506	308	520	49	71	10	35	33	113	432	98	44,988	7,660	645	1,696	676	64	316	1,63	123	2,937	1,823	1,930	6,88	1,265	3,005			
2. Collision	2,896	243	637	627	301	345	9	14	162	77	44	39	239	106	10,877	11,363	344	622	5,827	2,888	707	4,90	595	6,519	4,804	10,274	139	4,344			
3. Collision with pedestrian	104	1	124	70	1	1	1	1	1	1	1	1	1	1	22	203	2	12	13	15	3	10	7	15	13	276	20	204			
4. Collision with animal	884	50	205	576	76	65	1	2	34	16	7	5	51	12	194	316	3	10	171	81	23	12	17	199	117	7,738	91	1,366			
5. Collision with other vehicle	2,896	243	637	627	301	345	9	14	162	77	44	39	239	106	10,877	11,363	344	622	5,827	2,888	707	4,90	595	6,519	4,804	10,274	139	4,344			
6. Collision with fixed object	1,096	26	1,052	18	29	26	13	6	2	1	1	1	1	1	566	619	1	595	338	69	34	20	24	945	136	1,834	32	770			
7. Collision with person	552	19	506	127	21	20	1	15	2	2	2	2	18	2	566	619	1	595	338	69	34	20	24	945	136	1,834	32	770			
8. Collision with object	821	172	2,218	5,851	198	191	9	12	100	45	10	15	149	42	1,566	1,619	86	154	2,294	637	129	79	61	1,562	97	1,834	32	770			
9. Collision with person	683	1	682	597	3	2	1	1	1	1	1	1	1	1	71	64	2	3	38												

Ontario Highway Department

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Annual Report

1954/55

Physical &
Applied Sci.
Serials

of the

Department of Highways of Ontario

FOR THE FISCAL YEAR ENDING MARCH 31st

(1954) **1955**

PRINTED BY ORDER OF
THE LEGISLATIVE ASSEMBLY OF ONTARIO

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1955

Annual Report
of the
Department of Highways
of
Ontario

FOR THE FISCAL YEAR ENDING MARCH 31st
1955

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SESSIONAL PAPER No. 20



ONTARIO

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1955



Scene typical of new Georgian Bay vacation areas being opened up by construction of Highway 69, T.C.

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TO THE HONOURABLE LOUIS ORVILLE BREITHAUP,
Lieutenant-Governor of the Province of Ontario.

MAY IT PLEASE YOUR HONOUR:—

The undersigned has the honour to transmit the Annual Report of the Department of Highways, Ontario, for the fiscal year ending March 31st., 1955.

Respectfully submitted,

JAS. N. ALLAN,
Minister of Highways.

Department of Highways, Ontario,
Toronto, April 1, 1955.

TO THE HONOURABLE JAMES N. ALLAN,
Minister of Highways, Ontario.

Sir:—

I have the honour to present herewith Report of the activities of the Department of Highways for the Fiscal Year ending March 31st, 1955.

The Report covers operations and functions performed by the various Branches, including King's Highways, Controlled Access Highways, Municipal Roads, Bridge Construction, Accounting, Gasoline Tax and Motor Vehicles.

I have the honour to be, Sir,

Your Obedient Servant,

M. A. ELSON,
Deputy Minister.

Department of Highways, Ontario,
Toronto, April 1, 1955.

DEPARTMENT OF HIGHWAYS, ONTARIO

M. A. ELSON, *Deputy Minister*

In the fiscal year ending March 31, 1955, disbursements of the Department of Highways are set out at..... \$151,945,000.00

Included therein is a disbursement to the Reserve Account established by the Treasury Department for special highway construction purposes (the Highway Reserve Account) of..... 38,500,000.00

Net Department disbursements for Construction and Maintenance of King's Highways, Development Roads, financial assistance to Municipalities and payments from the Unsatisfied Judgment Fund, amounted to..... \$113,445,000.00

In the year under review, the amount of..... 6,558,000.00 was received from the Government of Canada as their contribution to the Department's expenditure on Trans-Canada Highways. Gross Disbursements, for purposes set out above would, therefore, amount to..... \$120,003,000.00

The Highway Reserve Account, referred to above, has a balance at March 31, 1955 of..... \$ 52,731,000.00 made up as follows:

RECEIPTS

Voted in Fiscal Year 1952-53.....	\$30,000,000.00
1953-54.....	40,500,000.00
1954-55.....	38,500,000.00

TOTAL RECEIPTS.....	\$109,000,000.00
---------------------	------------------

EXPENDITURES

Year 1953-54.....	\$29,331,194.55
1954-55.....	26,937,616.41

TOTAL EXPENDITURES TO MARCH 31, 1955.....	56,268,810.96
---	---------------

BALANCE MARCH 31, 1955.....	\$ 52,731,189.04
-----------------------------	------------------

These funds are held as a reserve to assist in meeting the special highway construction needs of the Province. Receipts from all sources totalled..... \$124,369,346.00 showing increases as follows over the previous year: —

Gasoline Tax.....	\$ 6,426,279.00
Motor Vehicles Licences and Permits.....	2,529,354.00
Other Services.....	184,367.00

Making a total increase over previous year.....	\$ 9,140,000.00
---	-----------------

As will be noted in the report of the Chief Engineer, 234 miles of bituminous hot mix pavement and 168 miles of bituminous cold mix mulch were laid on gravel roads throughout the Province. This makes a total of 402 miles of improved driving surface. 336 miles of hot mix surfacing were laid in maintaining and improving existing pavements.

On the Trans-Canada Highway, 30 contracts were in operation during 1954-55, twenty-five of which were let in this same fiscal year. Since the signing of the Agreement between the Government of Canada and that of



Municipal Roads: Jolley Cut connecting link with Highway No. 6 to Mount Hope and Caledonia.

Ontario in April 1950, a total of \$43,925,000 has been expended toward building Ontario's 1,440 miles of the National project. Of that amount, the Federal contribution totalled \$21,551,000.

Steady progress continued on the construction of the trans-Provincial highway, that is Highway No. 401, with particular attention being given to the relief of traffic congestion near major cities by the construction of by-passes.

As a result of agreements made between the Province of Ontario and the State of New York for the development of power and for the building of an international ship canal as part of the St. Lawrence Seaway in the Cornwall area, the Department of Highways was required to undertake several projects in order to assist the Hydro-Electric Power Commission of Ontario. These include the re-location of a portion of Highway No. 2, the building of a service road for use during the construction of power dams and other works, and the acceleration of the Highways Department's own projects on Highway No. 401 in this area.

On October 15th, 1954, Toronto and a large section of central Ontario extending northward from Lake Ontario to the Georgian Bay and Lake Simcoe areas, felt the impact of a disastrous flood or floods caused by previous excessive rainfall which was climaxed by precipitation marking final stage of the "Hurricane Hazel" storm. Metropolitan Toronto was almost cut off from westerly and northerly traffic due to destruction or undermining of main and other bridges on highways and roads leading into the city and by flooding and partial undermining of Controlled Access Highway No. 400 adjacent to the Holland Marsh. Staff of the Ontario Department of Highways, together

with equipment and men placed at our disposal by local contractors and with technical assistance from the Corps of Royal Canadian Engineers, worked continuously for many days without sleep to restore traffic into and out of the city and to effect emergency repairs. Within a very few hours, temporary repairs had been made in sufficient quantity to permit traffic to move, although the last restrictions on its movement were not lifted for approximately three weeks. Engineering specialists then began an exhaustive study of the bridges and other structures in the affected area to determine their serviceability and were needed to make plans for major repairs or replacements.

The investigation into fraudulent practices, which had begun in August, 1953, was continued and some individuals and construction companies were prosecuted.

A Select Committee of the Ontario Legislature was appointed to investigate the Department and a firm of Management Consultants, J. D. Woods and Gordon Ltd., was retained to advise and assist the Department in its re-organization.

By midsummer of 1954, new procedure for the advertising of Department of Highways' contracts, receiving, opening, listing and publicising of accepted tenders, and for the award of contracts, was developed, and plans were laid for more intensive pre-engineering work by the Department in order to provide complete information of works on which contract tenders would be invited, and, where possible, to make that information available as early in any given calendar year as possible.

The report of the Municipal Roads Branch shows that the subsidies in aid of Municipal Road improvement totalled \$32,787,351, an increase of some \$5,570,000 above the subsidies paid in the previous year.

The report of the Motor Vehicles Branch, itself attached hereto, shows that, as in previous years, there have been further large increases in the number of motor vehicle registrations and in drivers' licences issued.

In conclusion, I should like to express the deep appreciation I feel for the conscientious, willing and intelligent assistance and co-operation given to me by all members of the Department. It was due only to their outstanding efforts that we were able to complete the unprecedented program undertaken in this fiscal period.

Furthermore, may I say that all of us in the Department of Highways are keenly aware of the magnitude of the tasks ahead of us and we fully realize the great and constantly increasing responsibility we bear for the planning, construction, maintenance and control of highways in this great Province, which shows no indication that it is going to stop growing.



Aerial view of traffic interchanges on Highway 400 at Barrie. Interchange in foreground shows how Highway 400 is linked there with Highway 27 and various streets.



Aerial view of Highways 401 and 27 at Toronto By-pass Junction, looking north-easterly towards traffic interchange with Highway 400, Toronto to Barrie.

REPORT OF THE HIGHWAYS ACCOUNTANT

L. B. TEETZEL, General Accountant

The following is a summary of the receipts and disbursements of the Department of Highways for the fiscal year, April 1st, 1954 to March 31st, 1955.

Receipts

Gasoline Tax Branch.....	\$ 92,728,131.32
Motor Vehicles Branch.....	28,712,333.62
Unsatisfied Judgment Fund.....	1,972,921.13
Miscellaneous.....	955,960.69
	<hr/> \$124,369,346.76

Disbursements

King's Highways.....	\$ 61,169,494.00
Sidewalks.....	25,783.76
Connecting Links.....	157,682.74
Development Roads.....	6,280,717.73
Development Roads, Part VI (H.I.A.).....	1,663,488.39
Unincorporated Townships.....	735,239.74
Stock (materials, etc.).....	Cr. 82,091.40
Lands and Buildings.....	385,561.87
Weigh Scales.....	24,252.02
Road Equipment.....	1,365,876.59
Division Office and General Engineering.....	4,960,936.63
Traffic Census.....	74,679.33
Forestry.....	24,146.69
Dominion Government Repayments.....	Cr. 6,588,279.17
Net General Expense.....	1,576,298.89
	<hr/> \$ 71,773,787.81

Inventories March 31, 1954 — \$4,033,659.37
 Inventories March 31, 1955 — 3,951,567.97

Decrease..... 82,091.40

Subsidies in aid of County Roads.....	\$ 12,434,635.75
Subsidies in aid of Township Roads.....	13,330,917.22
Subsidies in aid of Cities, Towns and Villages.....	7,021,797.64

Unsatisfied Judgment Fund.....	32,787,350.61
Administration, etc.....	1,808,314.43
Highway Reserve Account.....	7,076,194.55
	38,500,000.00

\$151,945,647.40



Haldimand County owns and operates its own Limestone Quarry, above, located near Hagersville.

The following statement shows the expenditures on account of Trans-Canada Highway since the signing of the Trans-Canada Highway Agreement with the Federal Government on April 24th, 1950, and the refund received from the Federal Government since that date to March 31st, 1955.

It also shows the further claims awaiting Audit at that date and the estimated refund due on those claims.

	Refund by Federal Government	Expended by Department
Refunded by Federal Government on Account of work performed prior to April 24, 1950.....	\$ 1,569,640.35	
Expenditures by Department to March 31, 1951.....		\$ 7,043,559.23
Refunded by Federal Government to March 31, 1951.....	2,749,328.63	
Expenditure by Department to March 31, 1952.....		8,242,800.65
Refunded by Federal Government to March 31, 1952.....	3,453,866.43	
Expenditures by Department to March 31st, 1953.....		11,746,130.41
Refunded by Federal Government to March 31, 1953.....	4,103,752.94	
Expenditure by Department to March 31, 1954.....		9,686,451.83
Refunded by Federal Government to March 31, 1954.....	2,486,859.69	
Expenditures by Department to March 31, 1955.....		5,675,343.25
Refunded by Federal Government to March 31, 1955.....	6,274,487.50	
Expenditure by Department re project etc., to March 31, 1955.....		1,530,376.13
TOTALS TO MARCH 31, 1955.....	\$ 20,637,935.54	\$ 43,924,661.50
Claims to be submitted on above Expenditure (estimated).....	913,234.20	
	\$ 21,551,169.74	\$ 43,924,661.50
Less refunds by Federal Government (estimated).....		21,551,169.74
Net estimated cost to the Department of Highways to March 31, 1955.....		\$ 22,373,491.76



Secondary road of provincial highways network one mile west of Trout Creek. Note new grading towards bridge.

REPORT OF GASOLINE TAX BRANCH

J. H. ROBINSON, Chief Inspector Gasoline Tax

The following data is respectfully submitted for the fiscal year 1954-55:

Gross Revenue

Receipts from Vendors under Agreement.....	\$106,330,111.90
Receipts from Importers.....	235,751.61
Receipts re consumption of propane.....	17,919.80
Receipts re consumption of fuel oil.....	1,304,277.43
Receipts re miscellaneous items.....	27,394.50
Tax recovered re bad debts.....	3,745.17
	<hr/>
	\$107,919,200.41

Refunds

	Per Cent	Number of Claims	Value
American.....	0.6	2,122	\$ 98,812.05
Aviation.....	13.7	845	2,098,898.70
Cleaning.....	1.6	1,639	241,123.69
Commercial Fishing.....	0.8	1,610	114,197.75
Contractors.....	2.4	1,654	365,252.60
Farmers.....	54.1	169,931	8,251,840.41
Gov't of Canada.....	0.2	109	24,286.33
Industrial.....	3.0	4,099	454,143.20
Lumbering.....	1.1	372	171,494.78
Manufacturing.....	15.5	4,255	2,364,417.75
Mining.....	0.7	241	111,866.01
Miscellaneous.....	0.2	755	24,469.69
Motor Boats.....	0.7	8,748	103,154.83
Municipalities.....	0.1	191	19,347.52
Public Utilities.....	0.4	108	60,814.95
Pulp and Paper.....	2.0	267	314,012.19
Quebec Adjustment.....	0.4	1	57,420.09
Railways.....	0.8	115	126,731.51
Stationary Engines.....	0.7	1,914	101,479.39
Tourist Camps.....	1.0	1,742	157,595.92
		<hr/>	<hr/>
		200,718	15,261,359.36

NET REVENUE FROM GASOLINE TAX..... \$ 92,657,841.05

Gasoline Handling Licences

	Number Issued for the Calendar Year 1954	
Retailer.....	13,779	\$ 13,451.00
Wholesaler.....	744	8,969.00
Mixer.....	77	58.00
Transporter.....	2,635	2,782.00
		<hr/>
		\$ 25,260.00

Gasoline Pump Permits

4,317 permits issued for the Calendar Year 1954..... 44,920.00

Miscellaneous Revenue

..... 110.27

TOTAL NET REVENUE..... \$ 92,728,131.32

		Increase Over Previous Fiscal Year
Gross Revenue.....	\$6,844,073.10	6.8%
Net Revenue.....	6,418,906.40	7.4%
Tax Refunded.....	425,166.70	2.9%
Gasoline — Tax paid on 981,348,621 gals.....	61,991,303 gals.	6.7%
Gasoline — Tax refunded on 138,739,629 gals.....	3,865,149 gals.	2.9%
Fuel Oil — Tax paid on 12,066,312 gals.....	1,079,876 gals.	9.8%
Propane — Tax paid on 166,458 gals.....	23,472 gals.	16.4%



Highway 69, T.C. Grading operations, preparatory to paving and right-of-way clearing.



Highway 401, Toronto By-pass. Heavy grading, fill and culvert construction over east branch of the Don River.

ANNUAL REPORT - 1954-55**REPORT OF THE CHIEF ENGINEER, W. A. CLARKE**

The construction program for the year indicated that good progress was being made in bringing closer the completion of major projects begun in previous years. This applied particularly to the relief of traffic congestion near the heavily populated urban centres of the Province.

In the Chatham Division, the building of two bridges completed a 25-mile stretch of Highway No. 401 which will enable paving operations next year. On the London-Woodstock by-pass section of Highway No. 401 in the London Division, 16 miles of new grading was completed including structures over two railways, two creeks, and a start made on several other structures. In the Toronto Division, the Toronto by-pass section of Highway No. 401 and a portion of Highway No. 27 connecting Highway No. 401 to the Queen Elizabeth Way were pushed towards completion, and except for short stretches, the grading work was completed to Bayview Avenue. Several major structures at interchanges were under construction, and also a bridge over the C.P.R. just south of Highway No. 5 on Highway No. 27. Including service roads and interchange legs, 20 miles of grading and 14 miles of paving were completed on this section. On the Kingston by-pass section of Highway No. 401, something over eight miles of grading was completed but none far enough advanced to pave.

A major structure over the C.N.R. was also completed in this section.

GRADING AT BELLEVILLE

Grading on the section between Trenton and Belleville was started.

New grading operations, commenced in the previous year, were continued on Highway No. 115 between Highway No. 401 at Newcastle and Peterborough and over five miles completed during the year. Grading commenced during the previous year enabled the laying of hot-mix paving on 17 miles.

On Highway No. 11, major diversions were in progress from Crown Hill to north of Washago, some portions completed which enabled the laying of 20 miles of hot-mix pavement. At Washago, a portion of C.N.R. was revised for 1.4 miles in length which, together with a bridge being built over another branch of the railway, will eliminate two level crossings. A high level bridge over the Trent Canal was nearing completion at year's end.

In the Hamilton Division besides major improvements on several highways, the investigations and planning for a high level bridge at Burlington Beach were completed and an early start on active construction slated for next year.

In the eastern part of the Province, the relocation of Highway No. 2 to make way for the St. Lawrence Seaway was started with the letting of a grading contract from Cornwall westerly for seven miles. This is the first contract on this project which will be continued in following years as the Seaway program of work progresses.

Major improvements were carried out in the Northern Region and besides work on the Trans-Canada Highway which is covered in detail further on in this report, grading contracts operated on Highway No. 28 near Aspley, on Highway No. 60 near Killaloe and on Highway No. 17 north of Sault Ste. Marie at the Agawa River. On Manitoulin Island, granular material was placed on most important roads.



Highway 11, facing north towards Marten River Bridge, showing paving, zone striping, and guard rails.

NEW PAVING

A section of Highway No. 11, north of North Bay, was paved and also a section of Highway No. 69 near Bala.

Besides several Trans-Canada Highway projects, the North Western Region carried out grading east of Fort Frances on a secondary road and on Highway No. 11 west of Cochrane. In the Hearst-Longlac section of Highway No. 11 contracts were let to replace over 60 culverts. East of Fort Frances extensive investigations and soundings were commenced across Rainy Lake to ascertain the possibility of extending Highway No. 120 westerly from Atikokan.

The construction of the Trans-Canada Highway across the Province commenced in previous years, was continued, and details are covered more fully further on in this report.

A very important phase of Highway work is the maintenance, both summer and winter, of all existing highways and secondary roads. Besides constant patching and resurfacing of all types of surfaces, all pavements were zone striped; signs, both warning and informational, were either kept in repair or replaced. Improved methods were employed and experimented with very good results in seeding roadsides and the control of weeds.

COMMUNICATION AIDS

Improved communication facilities greatly aided the snow and ice removal work during the winter months. Except in very rare instances, all roads were kept open throughout the entire Province at all times, and in the southern part of the province, with few exceptions, all pavements were kept bare. Plans for

several new garage and office buildings were prepared and in many cases the necessary property acquired on which to build.

Besides carrying on work which had been let the previous year, 34 new grading contracts were let, 40 Hot Mix Paving, 35 Bridge, 22 Resurfacing, 16 Surface Treatment, 19 Hot Mix Patching, and 59 other miscellaneous works. Contracts were also let to paint 75 existing bridges.

In closing, some mention should be made of Hurricane Hazel, which struck in mid-October, leaving in its wake, besides a deplorable loss of life, tremendous property damage. The loss was extremely heavy in the Toronto area and extending northerly to Barrie. Many bridges were washed away, roads washed out and rendered impassable, including works in the construction stage. All Department personnel and equipment available were concentrated on relief measures. This not only applied to the King's Highways, but also to the various municipalities in the stricken area. Bailey bridges were despatched and erected as fast as obtainable, with the result that repairs were effected, or alternative routes opened, within a few days following the storm. Highway No. 401 was especially hard hit in the Holland Marsh area, and many structures on the Humber River from north of Woodbridge to the mouth of the river.

A summary of work done in 1954-55 follows below:—

Grading and culverts.....			292.55 miles
Granular base on new grading.....	4,548,439 tons	on	298.84 miles
Granular base, no grading.....	1,243,124 tons	on	515.91 miles
Crushed gravel or stone by contract.....	1,599,181 tons	on	928.39 miles
Gravel and stone placed by department forces.....	841,344 tons		
Bridges built.....			31
Bituminous hot mix paving.....	727,170 tons	on	233.86 miles
Bituminous cold mix mulch.....	265,330 tons	on	168.50 miles
Bituminous resurface on old pavements.....	762,286 tons	on	335.52 miles
Bituminous surface treatment.....	1,252,968 gals. bit.	on	986.8 miles
Bituminous prime on gravel surfaces.....	3,339,771 gals. bit.	on	1,158.53 miles
Calcium dust layer on gravel surfaces.....	10,023 tons	on	2,468.2 miles
Calcium for de-icing roads.....	611 tons		
Salt for winter maintenance.....	99,842 tons		
Sand for winter maintenance.....	602,824 tons		
Snow fences erected and dismantled.....			1,578.7 miles
Roads snowploughed and kept open.....			12,047 miles
Snow hedges maintained.....			114.9 miles
Right-of-way fence erected.....			341.9 miles
Equipment storage houses maintained.....			257
Equipment storage houses erected this year.....			12
Shrubs received from nurseries.....			76,113
Roadside picnic places maintained.....			989
Roadside picnic places added this year.....			33
Benches and tables in above maintained.....			1,882
Benches and tables added this year.....			190
Off-road parks maintained.....			1,614 acres
Benches and tables in above maintained.....			1,325
Benches and tables added this year.....			107
Routine maintenance on King's Highways.....			8,346.88 miles
Routine maintenance on secondary roads.....			2,734.38 miles
Routine maintenance on development roads.....			2 miles
Development roads built.....			144.77 miles
Scale houses maintained.....			31
Automatic protection at R.R. crossings added.....			6



Orillia By-pass near junction with Highway 11. Construction under way on Canadian National Railway overpass.



Orillia By-pass. C.N.R. overpass completed.

MATERIALS AND RESEARCH SECTION

The work of this Section has been increased in order to keep pace with the expanded programme of the Department. This has been further necessitated by the increased number of materials to be tested, and the many new test procedures developed. This expansion is reflected in the acquisition of many new items of equipment and a greater number of personnel, so that the present space is wholly inadequate. Construction of a new laboratory building is under way, with occupancy contemplated in the coming year. This new building will permit more expeditious handling of the work, as well as the conduct of further tests which are not possible in our present quarters.

During the season there was somewhat less activity by the soils and materials sections on current construction. The activities of these sections being concentrated on obtaining pre-engineering data for the planning of future construction.

The proposed relocation of facilities necessitated by the St. Lawrence Seaway Project has required extensive work in co-operation with the Hydro-Electric Power Commission of Ontario and the Dominion Government. The demands for and availability of construction materials in the St. Lawrence Valley were carefully studied. Further work was necessary to determine the suitability of the available materials for various construction operations, and to allot various deposits to specific purposes, so that quality materials would be used only where necessary, and poorer materials used where they are adequate.

Several experienced engineers in the Branch were transferred during the year to other Divisions in the Department, necessitating the acquiring and training of new engineers.

Under the direction of geologists, two field crews were employed throughout the summer to investigate, sample, and evaluate all granular deposits within reasonable distances of planned or proposed projects. Each crew was equipped with power equipment to make test pits or bore holes in each deposit in order to evaluate the extent and quality of the potential source. The Branch now prepares a complete summary of all the known available deposits of granular materials for each major contract. While it is impossible to make the testing extensive enough to accurately define the quantities of suitable material in every deposit, these summaries do minimize the hazard in estimating the cost of proposed work.

A summary of the general activities of the Section is as follows:

A—Soils

The small staff of trained engineers was not adequate to fully cover the large volume of investigation and construction work throughout the Province. For this reason only limited supervision of construction work in Northern Ontario was possible, while the staff was assigned to the more concentrated work in Southern Ontario. When recently employed engineering personnel become fully trained, a more complete supervision of the work should be possible.

The functions of this section involve: (a) a study of road performance during critical spring break-up period. This work is particularly concentrated on sections proposed for rebuilding, so that any spots of poor performance can be delineated for future detailed investigation and proper remedial treatment; (b) pedological or soil surveys to determine design requirements and locate suitable soil materials prior to construction. Detailed reports of soil conditions are prepared and detailed recommendations made. The report includes the



Highway 7, T.C. Heavy rock cut and fill at Silver Lake.



Highway 2. Paving operations two miles west of Dickenson's Landing.

estimate of granular quantities required and details of all deposits available; (c) assistance to Division personnel in the selection, placing, and compaction of acceptable earth and granular materials; (d) investigation of soils and drainage conditions during construction, and the recommendation of remedial measures when unusual conditions are encountered; (e) sampling, testing, and reporting on the use of all grading materials; (f) the investigation and reporting of foundation sites for structures and embankments.

The following is a breakdown of the work involved:

(1) Detailed soil surveys.....	309 miles
(2) Reconnaissance soil surveys.....	85 "
(3) Highway performance surveys.....	568 "
(4) Detailed supervision of construction projects.....	384 "
(5) Occasional supervision of construction projects.....	160 "
(6) Preparation of construction profiles showing material distribution and subgrade treatment.....	575 "
(7) Checking of subgrade material (hand auger and power auger).....	504 "
(8) Granular Base Course Pits investigated and sampled....	844
(9) Earth borrow pits investigated and sampled.....	74
(10) Soil samples tested (Sheppard Ave. and London Laboratories).....	2,225
(11) Sand Cushion and special sieve analysis tests.....	467
(12) Subgrade compaction tests performed.....	647
(13) Granular Base Course samples tested.....	756

Crews were placed in the field for the express purpose of studying compaction of subgrades. The compaction checks served a two-fold purpose: first, to indicate whether the specified degree of compaction was being attained; and second, to indicate what factors are the contributing cause where compaction is poor.

During the year this Section undertook the subsurface investigation of foundation sites. This required a lot of organizational work in the acquisition of staff and equipment for field and laboratory. Three fully equipped diamond drill crews are now operating throughout the year with each crew under the direction of an engineer. Foundation reports were completed for 32 bridge sites and stability analyses completed for 2 critical foundation sites under roadway embankments. A magnitude of testing and work was involved in preparing the reports, because only in a very minimum of cases was a condition found where it could be clearly established that a simple foundation would be adequate and extensive testing unnecessary. The foundation section also assisted in the performance of some pile loading tests to check the validity of design recommended on the basis of deep exploration and sampling. As the personnel become more experienced, the output from this section is expected to increase considerably.

B—Materials

This section performs the physical testing of all available granular materials accessible for proposed contracts, as well as keeping a continuous check on the production from commercial sources, and the testing of materials supplied under contracts.

Considerable progress has been made in the improvement of present test methods and the development of new tests as standard procedures. A sand abrasion test to measure the wearing qualities of sand has now been developed

to the point where it can be used as a routine test along with the petrographic tests previously developed.

Considerable investigational work and testing of slag materials for prospective construction purposes was carried out during the fall and winter months.

An extensive study was made of diamond drill cores procured by several large quarries producing aggregates. The cores were obtained to determine the nature and quality of the rock available. Quality and durability testing was performed by the laboratory and reports prepared.

The following is a breakdown of the work performed:

(1) *Routine Tests*

Routine aggregate samples tested.....	2,104
Check samples from commercial production sources.....	271
Granular base course samples tested.....	569

(2) *Concrete Inspection*

Aggregate for all concrete structures was tested. The routine tests performed were:

Tests of concrete aggregates.....	560
Compressive strength tests of concrete cylinders.....	2,694

In addition to the above many field tests were performed to check the consistency and entrained air content of mixes used

A new laboratory type concrete mixer and a vibratory consistometer have been obtained, and will aid in the investigation and design of concrete mixes in the laboratory.



Mass of reinforcing steel in overpass structure carrying London-Woodstock By-pass portion of Highway 401 over L. & P.S. Rly., south of London.

(3) *Bituminous Paving Supervision*

Materials engineers and supervising inspectors provided assistance on all paving contracts, to calibrate and adjust plants and to establish mix proportions. These men also assisted in the expeditious submission of samples of proposed material so that testing could be completed and materials approved for efficient conduct of the work.

A small central pool of Bituminous Inspectors was maintained and allotted to the various Divisions where work was concentrated, as needed, to provide detailed inspection of paving contracts.

Pool inspectors were supplied for detailed inspection on 30 contracts while supervision was provided on 82 contracts. A breakdown of the work is as follows:

Pool inspectors used for detailed inspection.....	165 miles
Supervision by senior personnel.....	412 "

In addition to the above, supervision was provided on 24 patching contracts involving a total of 85,000 tons of asphalt mix.

C—Chemicals and Miscellaneous

(1) *Asphaltic Products*

The work of this section consists of performing the routine tests to determine that all asphalt products supplied meet the various specifications for the particular grade specified. In addition, a certain amount of work is conducted in the development of test procedures and techniques for non-routine tests, which, it is hoped, will give us a broader knowledge of the material and enable us to develop better specifications.

The routine testing was as follows:

Refinery samples submitted.....	1,354
Field samples to check shipments.....	947
Average number of tests per sample.....	6
Total number of routine tests of bitumen.....	13,806
Check tests of field samples of mix.....	1,650

This section investigated and prepared reports on the facilities, production methods and products of two new producers of asphalt products who wished to supply materials for Department of Highways requirements.

A review and revision of the material specifications for asphalt cements, asphalt cut-backs, and asphalt emulsions was made, bringing the specifications in line with current developments and needs.

A specification was prepared for hot-mix patching materials to be stock-piled for winter maintenance.

(2) *Paint*

The testing of paints constitutes a large portion of work of the chemical section. Purchases of traffic paints are made on the basis of performance tests made by this Branch. In addition to the performance tests, however, certain laboratory tests must be made to determine the suitability for spraying consistency, drying time, bleeding, and pick-up characteristics.

The following is a list of materials submitted for test:

Glass beads for tender.....	18 samples
Binder traffic paint for tender.....	30 "
Guide rail paint.....	73 "
Equipment enamel.....	6 "
Check samples of paint supplied.....	193 "

Considering the number of individual laboratory and field tests involved for each sample, the above list constitutes thousands of individual tests.

An investigation of bridge paints was made preparatory to writing a revised specification for this product.

(3) *Sodium Chloride*

Fourteen samples of rock salt for winter maintenance were submitted for test. An investigation of an unsatisfactory product proved that the specifications were not sufficiently complete to guarantee a satisfactory product in every case. The necessary revisions to the specifications were made.

(4) *Subgrade Paper*

A specification has been prepared for subgrade paper. The necessary equipment has been purchased and set up to perform all the tests in our own laboratory. Previously, due to lack of equipment, it had been necessary to have some tests performed by commercial laboratories.

(5) *Herbicides*

Thirty-seven samples of herbicides were submitted for test. A revision of the specification for herbicides was prepared.

(6) *Anti-Freeze Liquids*

A specification was set up for engine anti-freeze and 13 samples submitted for testing.

(7) *Water*

The testing of water falls into two categories. The first is the testing for suitability in concrete work and essentially consists of tests for alkalinity, acidity and organic content. The second is the testing of potable waters and essentially consists of the checking for contamination by sodium chloride, calcium chloride or other materials.

(8) *Miscellaneous*

There was a large variety of materials submitted for test, such as: bridge paints, soil fertility specimens, calcium chloride, fuel oil and various assorted materials. These miscellaneous materials involve considerable work because a standard test procedure has not been established and investigation must be made as to how to proceed with testing.

D—Research

(1) *Design of Bituminous Mixes*

The design of bituminous mixes for paving contracts by the Marshall method was begun during the year. Check samples taken at the end of the season indicate that the mixes designed are performing very well in the field, and that the criteria used for mix design are probably adequate.

Not all the mixes used were designed in the laboratory. Certain difficulties in obtaining the proposed materials for contracts well before the proposed work is to commence must be overcome. Furthermore, a large expansion of staff and facilities will be required, which is difficult to make in our present quarters. On many contracts where complete design in the laboratory was not possible, check samples of the mix were made to confirm the suitability of the mix being produced.

(2) *Supporting Value of Highway Pavements and Subgrades*

It is considered that sufficient data is now available from this project to provide data for statistical examination. The equipment and personnel may now be used to obtain test data for thickness design for new projects.

(3) *Loss of Subgrade Support*

A beginning has been made on the preparation of a report on this project. Much of the statistical examination has been completed.

(4) *Soil Classification*

Work is continuing on this project to prepare a complete coverage of the Province.

(5) *Frost Heave Research*

The work on this project has been concentrated on materials in the uniform sand group in order to conserve the rapidly diminishing supply of quality gravels. Data is being obtained in order to determine the required texture and grading necessary to effectively function as a frost heave insulating material.

(6) *Quality of Aggregates*

Work is continuing in this field. An abrasion test for fine aggregates has been adopted as a routine test.

CONSTRUCTION ON THE TRANS-CANADA HIGHWAY

In Eastern Ontario the Trans-Canada Highway is now completed between Ottawa and the Province of Quebec boundary except for 16 miles which is under construction and this section will be completed next year from L'Orignal to the boundary.

Between Parry Sound and Sudbury, grading of the section from French River to Sudbury was completed and the paving of this is to be carried out next year. This section will be open for the use of traffic as a gravel road in the spring of next year.

The total work completed to end of the year was:

Grading and Culverts.....	401 miles
Bituminous Hot Mix Pavement.....	238 miles
Permanent Bridges Built.....	21

Grading and Culverts				
Division	Hwy. T.C.H.		Total Miles	Completed in 1954
Ottawa	17	East of Alfred to L'Orignal Overhead.....	7.7	6.2
	17	L'Orignal Overhead easterly.....	7.8	3.9
	17	Quebec Boundary westerly.....	7.6	3.3
Kingston	7	Maberley to Sharbot Lake (Inter. No. 38).....	8.3	5.8
	7	Kaladar west.....	7.4	6.5



Trans-Canada Highway just east of Marathon.

Division	Hwy. T.C.H.		Total Miles	Completed in 1954
Huntsville	69	Gordon Bay to Hayes Corner.....	6.2	2.8
	69	Footes Bay to Gordon Bay.....	4.7	4.3
Sudbury	69	Estaire northerly.....	8.5	8.5
	69	8.5 Mi. N. of Estaire to Five Corners (South of Sudbury).....	7.2	7.2
	69	Five Corners (south of Sudbury) to Sudbury....	2.0	2.0
Fort William	17	Sistonen Corners westerly to Finmark.....	6.0	4.5
	17	Finmark to Shabaqua Corners (Jct. No. 120)....	7.0	5.0

Granular Base (New Grading)

Ottawa	17	East of Alfred to L'Orignal Overhead.....	7.7	7.5
	17	L'Orignal Overhead easterly.....	7.8	2.3
Kingston	7	Maberley to Sharbot Lake (Inter. No. 38).....	8.3	7.5
	7	Kaladar west.....	7.4	6.2
Huntsville	69	Gordon Bay to Hayes Corners.....	6.2	5.2
Sudbury	69	French River north.....	16.0	16.0
	69	16 Mi. N. of French River.....	8.9	2.2
	69	Estaire northerly.....	8.5	8.5
	69	8.5 Mi. N. of Estaire to Five Corners (south of Sudbury).....	7.2	7.2
	69	Five Corners (south of Sudbury) to Sudbury....	2.0	2.0
Fort William	17	Sistonen Corners westerly to Finmark.....	6.0	4.5
	17	Finmark to Shabaqua Corners (Jct. No. 120)....	7.0	5.0

Granular Base (No Grading)

Ottawa	17	Wendover to Plantagenet.....	8.2	8.2
	17	2 Mi. E. of Alfred to L'Orignal Overhead.....	7.7	7.7

New Bridges

Ottawa	17	South Nation River Bridge
Kingston	7	Fall River Bridge
Huntsville	69	Portage Creek Bridge at Gordon Bay
	69	Still River Bridge at Britt
	69	Cranberry Creek Overhead 8 miles north of Britt
Sudbury	17	Moxam's Creek Bridge
Fort William	17	Sunshine Creek Bridge

Bituminous Mulch Pavement

Huntsville	19	Gordon Bay to Hayes Corners.....	6.2	6.2
Sudbury	69	Five Corners (south of Sudbury) to Sudbury....	2.0	2.0

Bituminous Hot Mix Paving

Ottawa	17	Plantagenet to east of Alfred.....	8.0	4.0
	17	West of Wendover to Plantagenet.....	8.2	8.2
	17	2 Mi. E. of Alfred to L'Orignal Overhead.....	7.7	3.8
Kingston	7	Bathurst to Maberley.....	7.2	3.6
	7	Maberley to Sharbot Lake (Jct. No. 38).....	8.3	4.1
Sudbury	17	Copper Cliff West to Vermilion River.....	10.0	10.0

DIVISION No. 1—CHATHAM**Construction**

The grading on Highway No. 401 between Highway No. 2 west of Tilbury and the road between Concessions 9 and 10 in Sandwich South was completed. In this stretch, there were two places where the Dual Highway went over existing roads; one at the Belle River Road and one at the St. Joachim Road. Overpasses were constructed in both locations, thus making this a continuous highway for almost 25 miles.

One of the highlights of construction this year was the re-building of one of the oldest pavements in the King's Highway system in this division. The highway between Thamesville and Dresden was graded and a 7 mile section of old 16' concrete pavement was covered over and widened out and paved with 22' of asphalt base. The top course will be placed next year.

On Highway No. 7, east of Sarnia, a bridge at Pulse Creek, a narrow bridge has been widened so that pedestrians can cross the bridge without getting into the traffic lanes.

Maintenance

Routine patching of the paved surfaces and maintenance of shoulders was carried on throughout the division which comprises 553.5 miles of Queen's Highway.

Eleven Mobile Telephone Units were installed in various patrol trucks for the winter months for use on winter maintenance.

Four sheds 40' x 20' were erected at various locations for the purpose of storing salt for winter maintenance.

The major equipment received on the division comprised of a under car unloader, two rotary type power mowers, two Diesel trucks for snow plowing, all of which were a satisfactory supplement to division equipment.

Contracts supervised by Maintenance Personnel included surface treatment of 16.0 miles of Highway and Hot Mix Patching of 5.5 miles.

The teletype was used extensively for reporting winter road conditions and for communications to Head Office and other Divisions. This service proved very satisfactory.

Grading and Culverts

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year
3 — 1½ miles east of Eatonville to Blenheim.....	8.42	1954	.....	8.42
21 — Thamesville to Dresden.....	10.74	1954	.....	10.74
TOTALS				19.16

Granular Base Laid on New Grading

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year	Tons Placed this Year
3 — 1½ miles east of Eatonville to Blenheim.....	8.42	1954	.....	8.42	162,985
21 — Thamesville to Dresden.....	10.74	1954	.....	10.74	44,344
79 — Watford to Jct. Hwy. No. 7.....	3.84	1954	.....	.....	10,324
TOTALS.....				19.16	217,653

Granular Base Laid Where No Grading Was Done

98 — Rochester Townline and Queen St., Tilbury to Woodslee.....	6.80	1954	.....	6.80	968
21 — Jct. Hwy. No. 78 to Eddy's Mills	12.02	1954	.....	12.02	1,002
21 — Eddy's Mills to Oil City.....	4.86	1954	.....	4.86	1,194
79 — Watford south.....	7.07	1954	.....	7.07	28,846
21 — Oil City to Reece's Corners.....	12.06	1954	.....	12.06	21,585
7 — Pulse Creek Bridge.....	N.A.	1954	.....	.....	3,516
401 — St. Joachim Overpass.....	N.A.	1954	.....	.....	11,204
401 — Belle River Overpass.....	N.A.	1954	.....	.....	14,059
TOTALS.....				42.81	82,374



Resurfacing on Highway 98 half-mile west of Ruscom.

Gravelling Contracts Not Including Granular Base

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year	Tons Placed this Year
98 — Rochester Townline, Queen St., Tilbury to Woodslee.....	6.80	1954	.....	6.80	5,796
3 — 1½ miles east of Eatonville to Blenheim.....	8.42	1954	.....	8.42	21,858
21 — Jct. Hwy. No. 78 to Eddy's Mills	12.02	1954	.....	12.02	10,514
21 — Eddy's Mills to Oil City.....	4.86	1954	.....	4.86	3,495
78 — Watford south.....	7.07	1954	.....	7.07	6,553
21 — Oil City to Reece's Corners.....	12.06	1954	.....	12.06	12,061
21 — Thamesville to Dresden.....	10.74	1954	.....	.....	3,705
7 — Pulse Creek Bridge.....	N.A.	1954	.....	N.A.	306
TOTALS.....				51.23	64,288

Bridges Built

Highway No.	Type	Remarks
401 — St. Joachim Road.....	Concrete overpass	
401 — Belle River Road.....	Concrete overpass	
7 — Pulse Creek.....	Extensions, concrete rigid frame, existing structure steel beams with concrete deck.	Widening of existing bridge from 20' roadway to 44' roadway.

Bituminous Pavement Built

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year	Tons Placed this Year
79 — North Limits of Watford to Jct. Hwy. No. 7.....	3.84	1953	.....	3.84	5,918
21 — Oil City to Reece's Corners.....	12.06	1954	.....	2.00	6,000
79 — Watford south.....	7.07	1954	.....	7.07	18,376
3 — 1½ miles east Eatonville to Blenheim.....	8.38	1954	.....	.....	20,818
21 — Thamesville to Dresden.....	10.74	1954	.....	.....	15,574
TOTALS.....				12.91	66,686

Bituminous Resurfacing Old Pavements

Highway No.	Miles Compl. this Year	Tons Placed this Year
98 — Rochester Townline, Queen St., Tilbury to Woodslee.....	6.80	16,438
21 — Jct. Hwy. No. 78 to Eddy's Mills.....	12.02	31,222
21 — Eddy's Mills to Oil City.....	4.86	12,092
21 — Oil City to Reece's Corners.....	4.60	18,295
2 — Jct. Hwy. No. 39 and No. 2 easterly.....	1.50	.....
98 — Merlin to Tilbury.....	1.50	.....
7 — Jct. Hwy. No. 82 to Parkhill.....	1.10	.....
7 — Jct. Hwy. No. 82 to Arkona north.....	.60	.....
82 — Jct. Hwy. No. 7 toward Thedford.....	.80	.....
Secondary Roads — Lambton County Road — Lambton Middlesex County Line to Jct. Hwy. No. 79 Watford.....	4.72	4,490
TOTALS.....	38.50	82,537

Bituminous Surface Treatment

Highway No.	Miles Completed this Year	Gals. Bit. Used this Year	Tons Chips Used this Year
98 — Tilbury to Merlin.....	11.0	33,000	1,483
98 — Charing Cross to Blenheim.....	5.0	15,001	675
TOTALS.....	16.0	48,001	2,158

Crushed Gravel and Stone on Roads by Department Forces

Highway No.	Tons Stockpiled	Tons on Road
Pele Island — Scudder to West Dock.....	600	397
2 — Various.....	2,317
3 — Various.....	998
7 — Various.....	1,242
18 — Various.....	546
18A — Various.....	461
21 — Various.....	1,324
40 — Various.....	75
79 — Various.....	568
81 — Various.....	155
98 — Various.....	1,245
TOTALS.....		9,328

Totals of Other Work Done on Division No. 1

CLASS OF WORK	Total No.	Tons	Miles
Calcium dust layer on gravel surfaces.....	.....	44	6
Salt used for de-icing roads.....	.....	3,431	.....
Right-of-way fences erected.....	.....	.....	25.7
Snow fences erected, dismantled and stored.....	.....	.....	40.2
Sand for winter maintenance (tons not cu. yds.).....	.....	1,709	.....
Roads snow-ploughed and kept open.....	.....	.....	553.05
Equipment storage houses erected.....	11	.....	.....
Shrubs received from nurseries.....	1,375	.....	.....
Maintenance of roadside picnic places.....	56	.....	.....
(These are placed at side of road.)	.....	.....	.....
Maintenance of tables and benches in roadside places.....	100	.....	.....
(If only one to a place should be the same as number of picnic places).	.....	.....	.....
Maintenance of tables and benches in off-road parks.....	88	.....	.....
Added this year.....	8	.....	.....
Maintenance of off-road areas.....(Acres)	59	.....	.....
Maintenance of snow hedges planted to-date.....	.....	.....	4.0
(Not including added this year.)	.....	.....	.....
Routine maintenance on King's Highways.....	.....	.....	553.05
Maintenance of scale houses.....	1	.....	.....

DIVISION No. 2—LONDON**Construction**

As in the previous year the main construction in the London Division was on Highway No. 401 referred to as the London Woodstock By-Pass.

The progress of construction on the By-Pass was delayed by very wet weather in the fall. Only one grading contract was completed and the other five were carried over into next year.

Two railroad overpasses were completed, one over the C.P.R. at Ingersoll and the other over the L. & P.S. Ry. at London. Trouble was encountered at the L. & P.S.R. structure when the detour track was shifted due to the driving of piles. This required a change in design of footings, and required that the grading contractor keep his fill in the ramps well back from the structure until it was completed.

Two bridges were built over Cedar Creek at Woodstock on Hwy. 401 and work was started on three other structures.

Other work in the division included, the resurfacing of No. 2 Highway from London to Thamesford with the section from London to Crumlin widened to 33 feet to accommodate the heavy traffic in this area. Grading and Paving of Highway No. 81 from Strathroy and Highway No. 22 was completed. Work is still in progress on Highway No. 3, resurfacing for 6.4 miles east of Delhi, and the resurfacing of old Highway No. 22 from Strathroy to Hickory Corners.

The work of the Engineering Audit field crews checking on procedure and methods, as regards to compiling of notes calculations etc., required for payment certificates has been a help.

Maintenance

Routine maintenance operations were carried out on all King's Highways on the Division, including an extensive program of Winter Maintenance.

Hurricane Hazel, late in October, and another hurricane on March 22nd, caused heavy damage in the division, the latter especially causing heavy damage at Port Bruce.

There was only one major building project in this division this year; a storage shed at Ailsa Craig.



Entrance to new weigh scales on Highway 2 at Eastwood.

Five bridges were painted in the Division in the summer, the largest of these being the Broughdale Bridge.

There was an extensive program to beautify roadside picnic places during the year. Numerous trees were planted and several stone fireplaces and toilets were added to many of the roadside parks. A large park was added at Port Bruce, but this was severely damaged by the storm in March.

The frequency of many small storms during the winter resulted in an increase in the amount of rock salt and sand used, but very little difficulty was encountered in keeping the roads cleared.

Grading and Culverts

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year
81 — Strathroy to Hwy. No. 22.....	2.5	1953	.....	2.5
401 — 1 mile east of Hwy. No. 74 westerly.....	6.0	1953	3.3	2.6
401 — 1 mile east of Hwy. No. 74 easterly.....	6.4	1953	3.7	2.7
401 — Hwy. No. 19 westerly.....	6.8	1953	4.6	1.3
401 — Hwy. No. 19 easterly.....	5.8	1953	3.2	2.3
401 — Hwy. No. 2 westerly.....	6.3	1953	3.9	2.0
401 — Hwy. No. 4 easterly.....	6.7	1953	.....	5.6
TOTALS.....			18.7	19.0

Granular Base Laid on New Grading

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year	Tons Placed this Year
81 — Strathroy to Hwy. No. 22.....	2.5	1952	.....	2.5	52,890



Highway 83, five miles east of Exeter. Showing widening and granular material.

Granular Base Laid Where No Grading Was Done

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year	Tons Placed this Year
2 — London to Thamesford.....	11.6	1954	.....	11.6	47,800
3 — Delhi east 6.4 miles.....	6.4	1954	.....	3.8	16,000
TOTALS.....				15.4	63,800

Gravelling Contracts Not Including Granular Base

80 — Glencoe to Alvinston.....	11.0	.....	.....	11.0	10,000
81 — Hwy. No. 22 to Hwy. No. 7.....	15.6	.....	.....	15.6	10,000
TOTALS.....				26.6	20,000

Bridges Built

Highway No.	Type	Completed this Year	Remarks
401 — Cedar Creek, Hwy. No. 7 & 7A....	Reinforced concrete	2	Over Cedar Cr.
401 — C.P.R. Twp. West Oxford, Lot 20, Con. 2.....	Reinforced concrete	1	
401 — L. & P.S. Twp. Westminster, Lot 19, Con. 2.....	Reinforced concrete	1	
TOTALS.....		4	

Bituminous Pavement Built

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year	Tons Placed this Year
81 — Strathroy to Hwy. No. 22.....	2.5	1953	....	2.5	6,426

Bituminous Resurfacing Old Pavements

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year	Tons Placed this Year
2 — London to 1 mile east of Thamesford.....				11.6	49,260
3 — Delhi to 6.4 miles east.....				3.8	10,000
Secondary Roads — County Road (Old Hwy. No. 22) — Hickory Corners to 2.2 miles west of Strathroy.....				3.8	6,500
TOTALS.....				19.2	65,760

Bituminous Surface Treatment

Highway No.	Miles Com-pleted this Year	Gals. Bit. Used this Year	Tons Chips this Year $\frac{3}{8}$ "
59 — Norwich to Jct. Hwy. No. 3 and Hwy. No. 59.....	11.2	30,102	1,479
81 — Mt. Brydges to Jct. Hwy. No. 81 and Hwy. No. 2.....	3.5	10,364	443
TOTALS.....	14.7	40,466	1,922

Bituminous Prime on Gravel Surfaces

Highway No.	Miles Com-pleted this Year	Gals. Bit. Used this Year	Tons Cover Used this Year
73 — Lyons to Elgin-Middlesex Line.....	3.8	12,000	160
80 — Glencoe to Alvinston.....	11.0	34,760	400
81 — Hwy. No. 22 to Hwy. No. 7.....	15.6	47,864	800
TOTALS.....	30.4	94,624	1,360

Crushed Gravel and Stone on Roads by Department Forces

Highway No.	Tons Stockpiled	Tons on Road
2 — London to Woodstock.....	10,000	1,500
2 — Woodstock to Eastwood.....		150
53 — Eastwood to Brantford.....		60
2 — London to Kent County Line.....		650
TOTALS.....	10,000	2,360

Totals of Other Work Done on Division No. 2

CLASS OF WORK	Total No.	Tons	Miles
Calcium dust layer on gravel surfaces.....		155	26.6
Salt used for de-icing roads.....		10,000	
Right-of-way fences erected.....			45.91
Snow fences erected, dismantled and stored.....			48
Sand for winter maintenance (tons not cu. yds.).....		32,000	
Roads snow-ploughed and kept open.....			483
Equipment storage houses erected.....	4		
Shrubs received from nurseries.....	3,589		
Maintenance of roadside picnic places..... (These are placed at side of road)	145		
Added this year.....	5		
Maintenance of tables and benches in roadside places..... (If only one to a place should be the same as number of picnic places.)	210		
Added this year.....	20		
Maintenance of tables and benches in off-road parks.....	4		
Maintenance of off-road areas..... (Acres)	2.0		
Maintenance of snow hedges planted to-date..... (Not including added this year.)			9.6
Routine maintenance on King's Highways (Including Hwy. No. 401).....			522
Maintenance of scale houses.....	1		



Highway 21. New bridge of good design showing well-sodded approach slopes. This was part of improvements, including paving, of the Port Albert Diversion.

DIVISION No. 3—STRATFORD

Construction

During the fiscal year ending March 31, 1955, work was completed on six contracts of Grading, Paving and Structures.

Grading and Paving on Contract No. 53-53 was completed from Milverton to Tralee on Highway No. 19. This contract included grading and widening in the Village of Milverton, eliminating congestion of traffic and improving the parking facilities.

Grading, Paving and Concrete Rigid Frame Bridge was completed, improving the alignment and eliminating very sharp curves and steep grades on Highway No. 21, in the Village of Port Albert over the Lucknow River.

No unusual difficulties were encountered during the early part of the construction season. Considerable wet weather in the Fall made it difficult to complete the fine grading, and also maintain movement of traffic on some contracts.

Maintenance

Tree planting was carried out on all completed contracts, and on roads not under contract where right-of-way permitted.

Seeding and mulching was carried out in all completed contracts, and re-seeding was done where sloughing had occurred.

The terra jet seeder attachment to the Mulch Spreader was introduced and it was found to give a uniform coverage of turf, a reduction in cost, and speeded up the operation.

Extensive tree removal and tree trimming work was carried out during the winter months. Tree trimming was concentrated to minimize interference with traffic.



Highway 8, half-mile south of Clinton, before improvements.

Considerable attention was given to improving picnic table sites, particularly on new contracts.

Weed spraying was carried out where necessary. Due to spraying for successive years, the scope of this operation is gradually being reduced.

Zone painting was done by Division forces for the third consecutive year.

Three new hydraulic sanding units were added to our equipment. These were mounted on hired trucks.

Teletype operations were again carried out on a 24-hour, seven-day-a-week basis during the winter season. The information obtained is used extensively by the travelling public, particularly the automobile clubs and trucking firms.

Routine maintenance was carried out on the whole Division, with special attention being given to the travelled surface and shoulders.

Grading and Culverts

Highway No.	Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. this Year
21 — Port Albert to diversion.....	1.10	1953	.....	1.10
8 — Seaforth to Clinton.....	7.7	1953	1.00	6.7
19,86 — Milverton to Tralee-Lorking.....	15.4	1952	4.55	10.85
9 — Harriston to 1.5 miles east of Teviotdale.....	7.2	1953	0.50	6.7
97 — Hickson east.....	10.8	1954	.....	10.8
83 — Exeter east.....	5.9	1954	.....	5.9
8 — Clinton west.....	5.4	1954	.....	5.4

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year
19 — ½ mile north of Stratford.....	.....	1953	.....	.....
19 — 3 miles north of Stratford.....	.....	1953	.....	.....
19 — 11.4 miles north of Stratford.....	.....	1954	.....	.....
8 — Clinton west.....	5.1	1954	.....	0.50
86 — Whitechurch to Wingham.....	5.3	1954	.....	5.3
TOTALS.....	.....	.....	6.05	53.25

Granular Base Laid on New Grading

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year	Tons Placed this Year
21 — Port Albert to diversion.....	1.10	1953	.....	1.10	23,097
8 — Seaforth to Clinton.....	7.7	1953	1.00	6.7	146,300
19, 86 — Milverton to Tralee-Dorking..	15.4	1952	4.55	10.85	32,122
19 — 3 miles north of Stratford.....	.....	1953	.....	.....	356
9 — Harriston to Teviotdale.....	7.2	1953	0.50	6.7	5,254
97 — Hickson east.....	10.8	1954	.....	10.8	33,071
83 — Exeter east.....	5.9	1954	.....	5.5	120,000
8 — Clinton west.....	5.4	1954	.....	4.8	141,990
19 — 11.4 miles north of Stratford.....	.....	1954	.....	.....	297
8 — Clinton west.....	5.1	1954	.....	0.3	5,850
86 — Whitechurch to Wingham.....	5.3	1954	.....	5.3	26,500
TOTALS.....	.....	.....	6.06	52.05	534,837



Highway 8, half-mile south of Clinton, after grading operations preparatory to paving.

Gravelling Contracts Not Including Granular Base

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year	Tons Placed this Year
86 — Dorking to Highway No. 7.....	22	1954	.....	22	19,999
86 — Lucknow to Wingham	21	1954	.....	21	19,999
Bluevale to Molesworth.....	.....	.....	.....	.....	.....
100 — Thamesford to Highway No. 7....	15	1954	.....	15	20,000
TOTALS.....	58				59,998
(For mulch — shoulder gravel)....					4,000
GRAND TOTAL.....					63,998
21 — Port Albert to diversion.....	58				
8 — Seaforth to Clinton.....	1.1	1953	.....	1.1	2,338
8 — Seaforth to Clinton.....	7.7	1953	1.0	6.7	17,000
19, 86 — Milverton to Tralee-Dorking..	15.4	1952	4.55	10.85	7,110
19 — 3 miles north of Stratford.....	.....	1953	.....	.....	71
9 — Harriston to Teviotdale.....	7.2	1953	0.50	6.7	3,969
97 — Hickson east.....	10.8	1954	.....	10.8	14,685
83 — Exeter east.....	5.9	1954	.....	5.5	2,600
19 — 11.4 miles north of Stratford.....	.....	1954	.....	.....	30
86 — Whitechurch to Wingham.....	5.3	1954	.....	5.3	6,000
TOTALS.....	111.4			104.95	117,803

Bridges Built

Highway No.	Type	Completed this Year
8 — Mitchell.....	Rigid frame concrete	1
21 — Lucknow River Bridge.....	Rigid frame concrete	1
TOTALS.....		2

Bituminous Pavement Built

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year	Tons Placed this Year
21 — Port Albert to diversion.....	1.10	1953	.....	1.10	3,564
19, 86 — Milverton to Tralee-Dorking..	15.4	1952	22,103	13,25	25,160
97 — Hickson east.....	10.8	1954	.....	10.8	32,421
4 — Blyth to Wingham	}				4,496
4 — Wingham to Hwy. No. 9					
86 — Wingham to Bluevale					
TOTALS.....				25.15	65,641

Bituminous Cold Mix Surface (Road Mix Mulch)

Highway No.	Miles Compl. this Year	Tons Placed this Year
86 — 2.3 miles west of Elmira to 0.5 miles east of Elmira.....	2.8	3,000

Bituminous Resurfacing Old Pavements

9 — Harriston to Teviotdale.....	7.2	20,965
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Bituminous Surface Treatment

Highway No.	Miles Com- pleted this Year	Gals. Bit. Used this Year	Tons Chips Used
Listowel to Molesworth.....	6.2	20,637	857.94
Listowel to 5.2 miles easterly.....	5.2	15,363	728.00
Port Albert to north and south.....	6.6	19,179	989.80
Grand Bend to Drysdale (Var. Loc.).....	2.6	8,066	373.05
Stockpiled Listowel.....	.....	.....	35.45
TOTALS.....	20.6	63,245	2,984.24

Bituminous Prime on Gravel Surfaces

Highway No.	Miles Com- pleted this Year	Gals. Bit. Used this Year	Tons Cover Used
84 — Hensall to St. Joseph.....	9.5	31,493	822.3
83 — Exeter to Russelldale.....	11.5	37,922	1,103.7
86 — Lucknow to Wingham.....	10.1	36,061	888.3
86 — Bluevale to Molesworth.....	10.8	34,964	1,011.3
100 — Hwy. No. 7 to Thamesford.....	14.5	51,870	1,211.2
19 — Hwy. No. 7 to Dorking.....	24.1	75,174	2,249.1
97 — End of pavement Hwy. No. 97 to Black Horse Corner....	8.3	28,925	826.8
D.H.O. Stratford Depot.....	.....	2,896	Ex. Stock
TOTALS.....	88.8	299,305	8,112.7

Crushed Gravel and Stone on Roads by Department Forces

Tons on road..... 74,149



Highway 17, T.C. Grading and granular base east of Jackfish and facing east towards Marathon.

Totals of Other Work Done on Division No. 3

CLASS OF WORK	Total No.	Tons	Miles
Calcium dust layer on gravel surfaces.....	.....	441.05	.....
Salt used for de-icing roads.....	.....	7,372.72	.....
Right-of-way fences erected.....	.....	.....	30.00
Snow fences erected, dismantled and stored.....	.....	.....	203.0
Sand for winter maintenance (tons not cu. yds.).....	.....	54,219.39	.....
Roads snow-ploughed and kept open.....	.....	572	.....
Equipment storage houses erected.....	17	.....	.....
Shrubs received from D.H.O. Nursery at Midhurst.....	5,389	.....	.....
Other nurseries.....	3,853	.....	.....
Maintenance of roadside picnic places.....	162	.....	.....
(These are placed at side of road.)	.....	.....	.....
Maintenance of tables and benches in roadside places.....	220	.....	.....
(If only one to a place should be the same as number of picnic places.)	.....	.....	.....
Maintenance of snow hedges planted to-date.....	.....	.....	15.62
(Not including added this year)	.....	.....	.....
Routine maintenance on King's Highways.....	.....	.....	549
Automatic protection at level R.R. crossings this year.....	2	.....	.....

DIVISION No. 4—HAMILTON**Construction**

A total of eight contracts including one carry-over from the previous year have been in progress.

Hot mix resurfacing on the existing concrete surface of 15.5 miles of the Queen Elizabeth Way has improved the riding qualities of this highway.

Channelization of the intersection of St. David's Road and Highway No. 58 in the Town of Merriton has removed a driving hazard.

No new methods or equipment were used and no difficulties were encountered.

Maintenance

Routine Maintenance was carried out on all 598.5 miles of King's Highways in Division No. 4.

Fifteen miles of gravel road were Hard Surfaced with Road Mix Mulch. To expedite the Day Labour Patching of old pavement, four Patching Contracts were let, which enabled the work to be completed before the heavy Summer traffic.

Eight Winter Sanding Contracts included all the highways in the Division.

Eventually, all sanding trucks were equipped with mechanical sanders which gave better and more efficient control of the quantities used.

Grading and Culverts

Highway No.	Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. this Year
5 — Clappison's Corners to 5.11 miles westerly....	5.11	1954	5.11

Granular Base Laid on New Grading

Highway No.	Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. this Year	Tons Placed this Year
5 — Clappison's Corners to 5.11 miles westerly.....	5.11	1954	.....	5.11	138,000
58 — Intersection of St. David's Road	.....	1954	.....	.....	1,000
TOTALS.....	5.11	.....	.....	5.11	139,000



Queen Elizabeth Way resurfacing, half-mile west of Vineland.

Granular Base Laid Where No Grading Was Done

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year	Tons Placed this Year
Q.E.W. — Freeman to Stoney Creek.....	3.0	1954	.....	1.0	2,500
Q.E.W. — Stoney Creek to Winona.....	5.6	1954	.....	5.6	6,000
Q.E.W. — Beamsville to 6.9 miles east.	6.9	1954	.....	6.9	9,500
TOTALS.....	15.5			13.5	18,000

Gravelling Contracts Not Including Granular Base

54 — Caledonia to Onondaga.....	9.6	1954	.....	9.6	15,000
Placed on new grading.....	.....	.....	.....	....	65,500
TOTALS.....					80,500

Bridges Built

5 — Spencer Creek — widening of existing structure.

Bituminous Pavement Built

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year	Tons Placed this Year
57 — Bismark to Becketts' Bridge.....	9.00	1953	6.0	3.00	7,000
58 — Intersection of St. David's Road	.....	1954	.....	.....	500
5 — Clappison's Corners to 5.11 miles westerly.....	5.11	1954	....	2.00	7,000
TOTALS.....	14.11		6.0	5.00	14,500

Bituminous Cold Mix Surface (Road Mix Mulch)

Highway No.	Miles Compl. this Year	Tons Placed this Year
54 — Caledonia to Onondaga.....	9.6	14,500
52 — Rockton to Hwy. No. 97.....	5.5	7,848
Day labour patching over entire division by division forces.....	.....	5,076
TOTALS.....	15.1	27,424

Bituminous Resurfacing Old Pavements

Q.E.W. — Freeman to Stoney Creek.....	1.00	9,500
Q.E.W. — Stoney Creek to Winona.....	5.60	50,000
Q.E.W. — Beamsville to 6.9 miles easterly.....	6.90	57,000

Hot Mix Patching Old Pavements

6 — Port Dover to Caledonia.....	5.50	5,495
8, 53, 55 — Vicinity of Hamilton.....	5.50	5,500
3, 3A, 20, 58 — Vicinity of Welland.....	9.00	9,000
7 — Guelph to Hwy. No. 10.....	4.00	4,001
TOTALS.....	37.50	140,496

Bituminous Surface Treatment

Highway No.	Miles Com- pleted this Year	Gals. Bit. Used this Year	Tons Chips Used this Year
52 — Summit to Hwy. No. 5.....	4.1	12,300	508.77
99 — Dundas to Hwy. No. 24.....	16.9	42,117	2,236.35
TOTALS.....	21.0	54,417	2,745.12

Bituminous Prime on Gravel Surfaces

Highway No.	Miles Com- pleted this Year	Gals. Bit. Used this Year	Tons Cover Used this Year
52 — Jct. Hwy. No. 2 northerly to Jct. Hwy. No. 97.....	9.6	27,155	495.75
54 — Caledonia to Onandaga.....	8.8	30,030	672.00
TOTALS.....	18.4	57,185	1,167.75

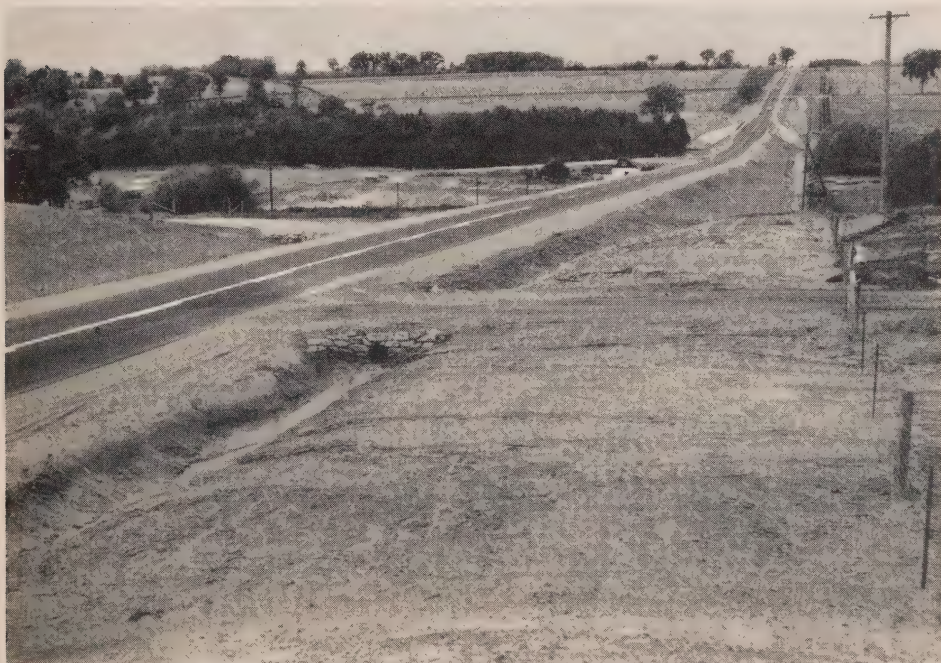
Crushed Gravel and Stone on Roads by Department Forces

Highway No.	Tons on Road
Q.E.W. — Freeman Cloverleaf to Niagara Falls.....	2,062.28
Q.E.W. — Niagara Falls to Fort Erie.....	313.85
2 — Oakville to Brantford.....	525.45
3 — Port Erie to Simcoe.....	1,428.90
3A — Becketts' Bridge to Welland.....	412.75
3C — Ridgeway to Port Erie.....	334.60
5 — Trafalgar to Peter's Corners.....	586.34
6 — Guelph to Port Dover.....	386.95
Department Forces —	
8 — Galt to Niagara Falls.....	2,245.95
8A — St. David's to Queenston.....	56.55
20 — Q.E.W. to Niagara Falls.....	1,098.93
24 — Simcoe to Port Dover.....	313.60
25 — Hwy. No. 5 to Hwy. No. 7.....	224.59
52 — Hwy. No. 2 to Hwy. No. 97.....	626.65
53 — Hwy. No. 20 to Hwy. No. 2.....	558.75
54 — Cainsville to Cayuga.....	209.75
55 — Hamilton to Hwy. No. 53.....	35.05
56 — Elfrida to Binbrook.....	110.60
57 — Bismark to Beckett's Bridge.....	63.45

Highway No.		Tons on Road
58	— Hwy. No. 20 — Hwy. No. 8.....	218.20
99	— Dundas to Hwy. No. 24.....	15.45
	D.H.O. Buildings.....	1,330.21
	Various places.....	7,000.00
TOTALS.....		20,158.85

Totals of Other Work Done on Division No. 4

CLASS OF WORK	Total No.	Tons	Miles
Calcium dust layer on gravel surfaces.....		122.4	209.0
Salt used for de-icing roads.....		6,054	598.5
Right-of-way fences erected.....			10.44
Snow fences erected, dismantled and stored.....			74.0
Sand for winter maintenance (tons not cu. yds.).....		56,724.0	
Roads snow-ploughed and kept open.....			598.50
Equipment storage houses erected.....	52		
Added this year.....	1		
Shrubs received from D.H.O. Nursery at Midhurst.....	1,530		
Maintenance of roadside picnic places.....	29		
(These are placed at side of road.)			
Added this year.....	5		
Maintenance of tables and benches in roadside places.....	59		
(If only one to a place should be the same as number of picnic places.)			
Added this year.....	31		
Maintenance of tables and benches in off-road parks.....	24		
Added this year.....	2		
Maintenance of off-road areas one (1)..... (Acres)	2		
Maintenance of snow hedges planted to-date.....			2.0
(Not including added this year.)			
Routine maintenance on King's Highways.....			598.50
Maintenance of scale houses.....	6		
Automatic protection at level R.R. crossings.....	1		



Highway 9. Grading and paving of approaches to Waldemar Bridge, ten miles west of Orangeville.

DIVISION No. 5—OWEN SOUND**Construction**

No unusual difficulties were encountered and no new equipment or methods were used.

Pre-engineering by division staff included 55 miles completed and 42 miles partly completed.

Maintenance

Department forces widened several badly eroded cuts in the Duntroon and Erin areas on Highway No. 24. Stabilization is to be completed this year. Extensive stabilization operations were conducted on Highway No. 9, east of Orangeville. Excellent results were obtained on the relatively steep slopes with straw mulch seeding, particularly when the ditch line and a six foot section at the top of the slope were sodded, wired and staked.

Flashing warning signals were installed at the C.N.R. Crossing on Highway No. 21 at Allenford.

Four new 4 c.y. to 5 c.y. mechanical sanders were received on the Division. These spreaders provided the better control of material but some breakdowns hampered operations.

Grading and Culverts

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year
6 — Mount Forest southerly.....	5.5	1954	....	1.0
9 — Waldemar Bridge, east and west.....	1.5	1953	0.8	0.7
4 — Flesherton west.....	4.0	1953	1.0	3.0
TOTALS.....	11.0		1.8	4.7

Granular Base Laid on New Grading

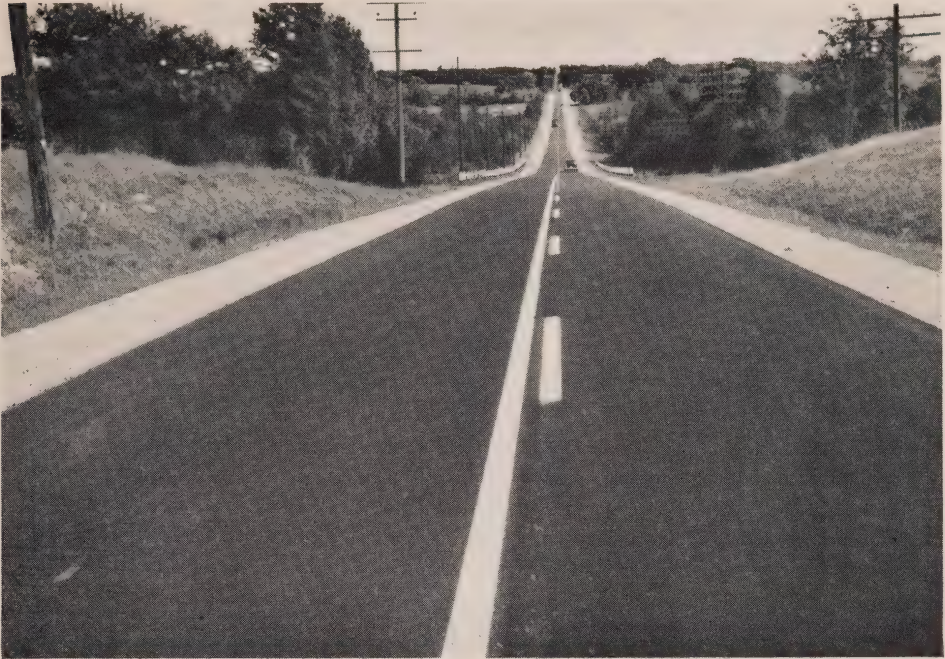
Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year	Tons Placed this Year
9 — Waldemar Bridge, east and west.....	1.5	1953	0.7	0.8	8,384
4 — Flesherton west.....	4.0	1953	0.6	3.4	56,353
TOTALS.....	5.5		1.3	4.2	64,737

Granular Base Laid Where No Grading Was Done

9 — Orangeville to junction of Hwy. No. 50.....	11.7	1954	.....	11.7	77,149
10 — Chatsworth to Berkeley.....	11.2	1954	.....	11.2	24,293
10 — Shelburne to Dundalk.....	11.7	1954	.....	11.7	36,125
TOTALS.....	34.6			34.6	137,567

Gravelling Contracts Not Including Granular Base

9 — Orangeville to junction of Hwy. No. 50.....	11.7	1954	.....	11.7	31,360
10 — Chatsworth to Berkeley.....	11.2	1954	.....	11.2	15,994
9 — Waldemar Bridge, east and west.....	1.5	1954	.....	1.5	2,522
4 — Flesherton west.....	4.0	1954	.....	4.0	11,921
6 — South of Fergus.....	1.1	1954	.....	1.1	5,002
6 — Hwy. No. 6 to 14 miles south of Tobermory.....	40.0	1954	.....	40.0	19,999
24 — Erin to Orangeville.....	12.0	1954	.....	12.0	9,995
89 — Primrose easterly.....	8.0	1954	.....	8.0	5,995
91 — Stayner to Duntroon.....	5.0	1954	.....	5.0	5,001
TOTALS.....	94.5			94.5	107,789



Highway 10, three miles east of Chatsworth, featuring zone striping on newly resurfaced highway.

Bridges Built

Highway No.	Type	Compl. this Year
9 — Waldemar.....	3 span rigid frame	1

Bituminous Pavement Built

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year	Tons Placed this Year
9 — Orangeville to junction of Hwy. No. 50.....	11.7	1954	.....	11.7	34,272
9 — Waldemar Bridge, east and west	1.5	1954	.....	1.5	4,509
6 — 3 miles south of Fergus to 4 miles south of Fergus	1.1	1954	.....	1.1	2,297
TOTALS.....	14.3			14.3	41,078

Bituminous Cold Mix Surface (Road Mix Mulch)

Highway No.	Miles Compl. this Year	Tons Placed this Year
6 — 8 miles south of Tobermory to 12 miles south of Tobermory.....	4	7,000

Bituminous Resurfacing Old Pavements

Chatsworth to Berkeley.....	11.2	28,625
Shelburne to Dundalk.....	7.5	19,850
TOTALS.....	18.7	48,475

Bituminous Surface Treatment

Highway No.	Miles Com- pleted this Year	Gals. Bit. Used this Year	Tons Chips Used this Year
4 — Durham to 4 miles west of Flesherton.....	6	18,539	873
6 — Hwy. No. 21 to Hepworth.....	6	17,533	794
89 — Primrose easterly.....	2.3	6,288	301
104 — Hwy. No. 9 to Grand Valley.....	1.4	4,111	193
TOTALS.....	15.7	46,471	2,161

Bituminous Prime on Gravel Surfaces

Highway No.	Miles Com- pleted this Year	Gals. Bit. Used this Year	Tons Cover Used this Year
4 — Durham to 4 miles west of Flesherton.....	10.0	21,365	505
6 — Warton to 11 miles south of Tobermory.....	40.0	115,377	2,095
21 — Southampton cut-off.....	2.5	6,000	70
9 — Orangeville to Hwy. No. 50.....	13.0	37,158	595
24 — Erin to Orangeville.....	12.0	33,478	485
51 — Hwy. No. 24 to Caledon.....	2.5	7,000	115
89 — Primrose easterly.....	8.0	22,616	280
91 — Stayner to Duntroon.....	5.0	13,950	205
TOTALS.....	93.0	256,944	4,350

Totals of Other Work Done on Division No. 5

CLASS OF WORK	Total No.	Tons	Miles
Calcium dust layer on gravel surfaces.....	.....	444	82
Salt used for de-icing roads.....	.....	9,200	.....
Right-of-way fences erected.....	.....	.....	14.9
Snow fences erected, dismantled and stored.....	.....	.....	166
Sand for winter maintenance (tons not cu. yds.).....	.....	8,341	.....
Roads snow-ploughed and kept open.....	.....	.....	489.02
Equipment storage houses erected.....	11	.....	.....
Shrubs received from D.H.O. Nursery at Midhurst.....	5,140	.....	.....
Other nurseries.....	2,500	.....	.....
Maintenance of roadside picnic places.....	96	.....	.....
(These are placed at side of road.)	.....	.....	.....
Added this year.....	3	.....	.....
Maintenance of tables and benches in roadside places.....	185	.....	.....
(If only one to a place should be the same as number of picnic places.)	.....	.....	.....
Added this year.....	12	.....	.....
Maintenance of tables and benches in off-road parks.....	107	.....	.....
Maintenance of off-road areas..... (Acres)	36.5	.....	.....
Maintenance of snow hedges planted to-date.....	.....	.....	19.2
(Not including added this year.)	.....	.....	.....
Snow hedges added this year.....	.....	.....	3.0
Routine maintenance on King's Highways.....	.....	.....	489.02
Maintenance of scale houses.....	2	.....	.....
Automatic protection at level R.R. crossings added.....	1	.....	.....

DIVISION No. 6—TORONTO**Construction**

The greater portion of this year's construction programme was concentrated on the Toronto By-Pass on Highways No. 401 and No. 27. Service roads were built on both sides of Highway No. 27 and carried traffic during the construction of interchange structures.

The progress on all work was severely set back by Hurricane Hazel, which also caused severe damage to completed structures and also to other work in progress.

On Highway No. 11, at the Washago by-pass, a diversion of 1.5 miles of C.N.R. was undertaken to eliminate a level crossing.

Maintenance

During the winter months, besides maintaining all King's Highways in the Division, the roads recently reverted to the Toronto Metropolitan Area were maintained, pending organization of the Metropolitan forces.

Severe damage caused by Hurricane Hazel necessitated the employment of extra maintenance forces to lessen the interruption to traffic.

Grading and Culverts

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year
11 — Crown Hill to Orillia.....	12.10	1952	11.00	1.10
11 — Orillia By-Pass.....	7.30	1952	6.47	.80
* 27 — Q.E.W. to Hwy. No. 5.....	1.60	1953	.21	5.02
* 27 — Hwy. No. 5 to Richview.....	3.00	1953	3.12	.75
* 27 — Hwy. No. 5 to Richview.....	2.60	1954	.....	2.27
*401 — Weston Road to Avenue Road.....	6.10	1953	5.66	1.25
*401 — Yonge St. to Dawes Rd.....	4.40	1953	3.60	2.20
401 — Yong St. to Bayview Ave.....	3.80	1954	.....	1.40
401 — Dawes Rd. to Markham Rd.....	5.00	1953	.64	1.55
401 — Markham Rd. to Hwy. No. 2.....	4.50	1953	3.25	3.43
401 — Jane St. to cloverleaf legs.....	.....	1954	.....	.77
401 — Turning Circle.....	.....	1954	.....	.02



Highway 401, Toronto By-pass, facing north at Richview side road. Grading operations and sodding.

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year
11 — Crown Hill to Orillia.....	.....	1954	.....	3.73
2 — Pickering to Oshawa.....	8.00	1954	.....	7.97
11 — Orillia O'head.....	.....	1954	.....	.44
122 — Lower Middle Rd.....	.34	1954	.....	.....
11 — Severn south.....	4.30	1954	.....	4.30
11 — Washago O'head.....	.....	1954	.....	.18
11 — Diversion at Washago, C.N.R.....	.....	1954	.....	1.48
400 — Elizabeth St. O'head.....	.....	1954	.....	.45
Service Rd., King Twp.....	9.10	1954	.....	8.85
7 — Culvert at Thornhill.....	.....	.....	.....	.....
27 — Culvert north of Kleinburg.....	.....	.....	.....	.....
TOTALS.....	.....	.....	.....	47.96

*Miles completed shows dual mileage, service road mileage, and cloverleaf mileage.
This applies to items marked *.

Granular Base Laid on New Grading

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year	Tons Placed this Year
11 — Crown Hill to Orillia.....	12.10	1952	4.41	1.40	40,663
11 — Orillia By-Pass.....	7.30	1952	6.88	.62	44,535
11 — Crown Hill to Orillia.....	15.00	1954	.....	3.73	57,740
* 27 — Hwy. No. 5 to Richview.....	3.00	1953	2.86	.62	46,843
* 27 — Q.E.W. to Hwy. No. 5.....	1.60	1954	.....	4.64	154,419
27 — Hwy. No. 5 to Richview.....	2.60	1954	.....	2.27	38,630
401 — Weston Rd. to Dixon Rd.....	2.90	1954	.....	2.90	138,133
*401 — Dixon Rd. to Richview.....	1.90	1954	.....	2.00	52,792
*401 — Weston Rd. to Avenue Road.....	6.10	1953	5.66	1.25	6,157
401 — Turning Circle.....	.....	1954	.....	.02	740
401 — Yonge St. to Dawes Rd.....	4.40	1953	2.14	.80	48,004
401 — Yonge St. to Bayview.....	3.80	1954	.....	1.40	115,781
401 — Dawes Rd. to Markham Rd.....	5.00	1953	.50	.80	35,901
401 — Markham Rd. to Hwy. No. 2.....	4.50	1953	.....	.76	18,319
2 — Pickering to Oshawa.....	8.00	1954	.....	7.97	3,133
400 — Service Rd., King Twp.....	9.10	1954	.....	9.03	77,416
122 — Service Rd.....	.34	1954	.....	.38	5,271
11 — Orillia O'head.....	.....	1954	.....	.44	1,355
11 — Severn south.....	4.20	1954	.....	4.30	9,120
11 — Washago O'head.....	.....	1954	.....	.12	49,403
Ontario Hospital, Whitby.....	.....	1954	.....	.....	1,563
108 — Ontario Food Terminal.....	.....	1954	.....	.....	3,215
D.H.O. Building Site.....	.....	1954	.....	.....	5,210
TOTALS.....	.....	.....	.....	41.45	954,343

*Miles completed shows dual mileage, service road mileage, and cloverleaf mileage.

Granular Base Laid Where No Grading Was Done

11 — Washago By-Pass.....	5.46	1954	1.45	9,560
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Gravelling Contracts Not Including Granular Base

48 — Ballantrae to Baldwin.....	16.00	1954	16.00	20,750
48 — Malvern to Markham.....	6.50	1954	6.50	1,829
103 — Waubashene to Port Severn....	4.59	1954	4.59	5,002

TOTALS.....	27.09	27,581
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Highway 401, at Junction with Highway 27 on Toronto By-pass. Arch type culvert.



Highway 11. High level bridge over Trent Canal on the Washago By-pass which, now completed, replaces very narrow swing bridge and eliminates bad traffic bottleneck.

Bridges Built

Highway No.	Type	Compl. this Year
11 — Trent Canal.....	Concrete single span	1954
11 — Willow Creek.....	Concrete single span	1954

Bituminous Pavement Built

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year	Tons Placed this Year
* 27 — Q.E.W. to Hwy. No. 5.....	1.60	1954	.....	4.07	10,730
* 27 — Hwy. No. 5 to Richview.....	3.00	1953	2.95	.05	1,672
* 27 — Hwy. No. 5 to Richview.....	2.60	1954	.....	2.65	30,570
*401 — Weston Rd. to Dixon Rd.....	2.90	1954	.....	2.50	9,466
*401 — Dixon Rd. to Richview.....	1.90	1954	.....	2.00	7,145
*401 — Weston Rd. to Avenue Road.....	6.10	1953	12.55	1.25	3,873
*401 — Yonge St. to Dawes Rd.....	4.40	1953	2.14	1.18	2,903
401 — Yonge St. to Bayview.....	3.80	1954	.....	1.30	16,790
92 — Elmvale to Wasaga.....	8.67	1954	.....	8.67	19,962
69 — Brechin to Washago.....	15.56	1954	.....	15.56	24,950
11 — Washago By-Pass.....	5.40	1954	.....	1.90	6,225
11 — Crown Hill to Orillia.....	15.00	1954	.....	11.90	37,400
11 — Orillia By-Pass.....	7.50	1954	.....	7.30	34,886
108 — Ontario Food Terminal.....	.....	1954	.....	.....	18,496
D.H.O. Building Site.....	.....	1954	.....	.....	1,884
TOTALS.....	.....	.....	.....	60.84	226,952

*Miles completed shows dual mileage, service road mileage and cloverleaf mileage.

Bituminous Resurfacing Old Pavements

Highway No.	Miles Compl. this Year	Tons Placed this Year
2 — Pickering to Oshawa.....	7.97	28,567
11 — Mausoleum to Steels.....	3.10	1,000
47 and 50 — Patching.....	.....	3,300
TOTALS.....	11.07	32,867

Bituminous Surface Treatment

Highway No.	Miles Com-pleted this Year	Gals. Bit. Used this Year	Tons Chips Used this Year
9 — Schomberg to Hwy. No. 50.....	9.31	23,285	1,169
47 — Stouffville to Hwy. No. 12.....	15.50	40,324	1,795
TOTALS.....	24.81	63,609	2,964

Bituminous Prime on Gravel Surfaces

Highway No.	Miles Com-pleted this Year	Gals. Bit. Used this Year	Tons Cover Used this Year
48 — Ballantrae to Baldwin.....	16.00	71,240	965
69 — Brechin to Washago.....	15.56	49,367	870
93 — Crown Hill to Waverly.....	17.68	50,472	1,172
103 — Waubashene to Port Severn.....	4.59	43,242	815
11 — Orillia By-Pass.....	7.50	23,068	425
TOTALS.....	61.33	237,389	4,247

Totals of Other Work Done on Division No. 6

CLASS OF WORK	Total No.	Tons	Miles
Calcium dust layer on gravel surfaces.....	.....	170	37.83
Salt used for de-icing roads.....	9,268	.....	.....
Right-of-way fences erected.....	.....	.....	40.92
Snow fences erected, dismantled and stored.....	.....	.....	151.20
Sand for winter maintenance (tons not cu. yds.).....	.....	114,626	.....
Roads snow-ploughed and kept open.....	.....	.....	686.86
Equipment storage houses erected.....	4	.....	.....
Shrubs received from D.H.O. Nursery at Midhurst.....	27,400	.....	.....
Other nurseries.....	151	.....	.....
Maintenance of roadside picnic places..... (These are placed at side of road.)	146	.....	.....
Maintenance of tables and benches in roadside places..... (If only one to a place should be the same as number of picnic places.)	185	.....	.....
Maintenance of snow hedges planted to-date..... (Not including added this year.)	.....	.....	3.30
Routine maintenance on King's Highways.....	.....	.....	686.86
Routine maintenance on secondary roads.....	.....	.....	9.00
Maintenance of scale houses.....	4	.....	.....

DIVISION No. 7—PORT HOPE**Construction**

During the year, new contracts were awarded for one bridge, two Hot Mix resurfacing, two resurfacing, one interchange and one grading. Work continued on other contracts awarded in previous years. At year's end, six contracts had been completed.

Maintenance

Routine Maintenance was carried out on all Highways and Secondary Roads within the Division, during the fiscal year 1954-5.

A total of 3,985 gallons of Zone Paint was handled in 1954, 3,150 gallons in this Division and 835 gallons in Division No. 10, Bancroft. Each year we are experiencing increasing difficulty in controlling the motor vehicle traffic while Zone Painting.

A section of primed road surface south of Pontypool on Highway No. 35 was surface treated in 1954. This was the first such treating of prime in this Division. The purpose was to overcome a slippery condition which had developed due to annual prime applications to a section of mat. The surface treatment did eliminate the slippery condition and provided an excellent driving surface.

In October 1954, the Division had two Maintenance Supervisors appointed to oversee the maintenance operations south of Highway No. 7 and in February, 1955, a third appointed for the mileage north of Highway No. 7. This supervisory system effects daily direction of patrol operations in most areas and at least every second day on the more remote patrols. The result was a far greater consistency in our Winter Maintenance program and during our early Spring grading and gravelling operations.



Highway 115, facing south at Junction with Highway 35, near Newcastle. Grading and sodding operation.



Highway 115, near Newcastle. Pavement completed and sodding well under way.

Grading and Culverts

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year
115 — Lots 20 and 21, Manvers Twp., to Lots 8 and 9, Cavan Twp.....	5.24	1952	4.82	.42
115 — Lots 8 and 9, Cavan Twp. to Hwy. No. 28....	6.32	1952	5.18	1.14
115 — Newcastle to Orono.....	5.80	1953	.....	3.82
28 — Young's Pt. to Twps. of Douro and Smith.....	0.80	1953	0.19	0.60
Secondary Roads —				
(M) — Bobcaygeon to Kinmount.....	1.50	1954	.....	1.50
(M) — Kinmount to Norland (Monk Rd.).....	1.0	1954	.....	1.00
TOTALS.....				8.48

Granular Base Laid on New Grading

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year	Tons Placed this Year
115 — Newcastle to Orono.....	5.8	1953	.....	3.82	87,500
28 — Young's Pt. to Twps. of Douro and Smith.....	0.8	1953	0.19	0.60	25,000
TOTALS.....				4.42	112,500

Granular Base Laid Where No Grading Was Done

115 — Hwy. No. 28 westerly.....	8.6	1954	.....	8.6	79,063
28 — Bewdley, north and south.....	11.0	1954	.....	11.0	6,500
35 — Pontypool to 6 miles south of Hwy. No. 7.....	12.0	1954	.....	12.0	35,000
TOTALS.....				31.6	120,563

Gravelling Contracts Not Including Granular Base

35 — Pontypool to 6 miles south of Hwy. No. 7.....	12	1953	14,000	3.50	6,000
45 — Fenella to Norwood.....	18	1954	.....	18.00	15,000
46 — 2 miles north of Argyle to Kirkfield.....	9	1954	.....	9.00	10,000
28 — Young's Pt. to Twps. of Douro and Smith.....	0.8	1953	.....	0.60	9,510
115 — Newcastle to Orono.....	5.8	1953	.....	3.82	21,500
115 — Hwy. No. 35 easterly.....	8.7	1954	.....	8.70	123,709
115 — Hwy. No. 28 westerly.....	8.6	1954	.....	8.60	84,130
28 — Bewdley, north and south.....	11.0	1954	.....	11.00	14,290
36 — Dunsford to Bobcaygeon.....	11.55	1954	.....	11.55	62,442
7 — Fowler's Corners to Hillhead.....	13.1	1953	9,717	3.40	26,861
TOTALS.....				78.17	373,442

Bridges Built

	Type	Remarks
28 — Young's Pt. to Twps. of Douro and Smith.....	High level steel truss	Complete except for 6-7 yds. of concrete handrail.

Bituminous Pavement Built

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year	Tons Placed this Year
115 — Hwy. No. 35 easterly.....	8.7	1954	.....	8.7	29,385
115 — Hwy. No. 28 westerly.....	8.6	1954	.....	8.7	29,166
TOTALS.....				17.4	58,551



Highway 28. New Bridge at Burleigh Falls.

Bituminous Cold Mix Surface (Road Mix Mulch)

Highway No.	Miles Compl. this Year	Tons Placed this Year
28 — Burleigh Falls bridge ramps.....	0.5	900
36 — Nogie's Creek Bridge to Nogie's Creek Post Office.....	1.0	1,700
45 — Fenella to Roseneath.....	3.0	5,000
46 — 2 miles north of Argyle to 3.5 miles north.....	1.5	2,500
Secondary Road — Bobcaygeon to Kinmount.....	2.5	4,200
TOTALS.....	8.5	14,300

Bituminous Resurfacing Old Pavements

28 — Bewdley, north and south.....	11.0	30,803
36 — Dunsford to Bobcaygeon.....	11.55	30,702
7 — Fowler's Corners to Hillhead.....	13.1	32,899
TOTALS.....	35.65	94,404

Bituminous Surface Treatment

No.	Miles Com- pleted this Year	Tons Chips Used this Year	Gals. Bit. Used this Year
14 — Belleville to Bloomfield (scattered sections).....	6.0	711	14,929
33 — Picton to Glenora.....	4.8	530	12,571
33 — Hillier to Wellington.....	7.0	897	17,731
45 — Baltimore to Fenella.....	10.0	1,129	23,667
35 — Kirby to Pontypool (scattered sections).....	5.0	604	11,547
46 — 1 mile south of Argyle and village of Woodville (0.8 mile) to 3 miles north of Argyle.....	4.8	575	13,048
TOTALS.....	37.6	4,446	93,493

Bituminous Prime on Gravel Surfaces

Highway No.	Miles Completed this Year	Gals. Bit. Used this Year	Tons Cover Used this Year
7A — Village of Port Perry	1.0	3,000	40
7A — Caesarea Turn to Hwy. No. 28.....	23.0	85,800	1,500
28 — Burleigh Falls bridge ramps.....	0.5	2,000	370
35 — 5 miles north of Orono to 4 miles south of Hwy. No. 7.....	17.4	54,500	1,090
36 — Nogie's Creek to Burleigh Falls.....	20.3	62,000	1,500
45 — Fenella to Norwood.....	17.2	52,700	1,425
46 — 2 miles north of Argyle to Coboconk.....	21.5	57,600	1,950
Secondary Roads —			
Kirkfield to lift locks.....	2.0	6,100	75
Burnt River Village.....	1.0	3,000	60
Eobcaygeon to Kinmount.....	9.4	25,400	600
Catchacoma Rd., Hwy. No. 36 to Cochrane's.....	10.6	29,500	500
Norland, east and west.....	5.0	15,500	200
TOTALS.....	128.9	397,100	9,305

Crushed Gravel and Stone or Gravelling by Department Forces

Highway No.	Tons on Road
7A — Caesarea Turn to Hwy. No. 28.....	4,000
35 — Pontypool to 4 miles south of Hwy. No. 7.....	4,000
36 — Nogie's Creek to Burleigh Falls.....	2,700
45 — Roseneath to Norwood.....	2,000
46 — Kirkfield to Coboconk.....	2,000
401 — Cshawa to Newcastle.....	1,500
Secondary Roads —	
Kirkfield to Seabright.....	2,700
Seabright to Norland.....	3,700
Norland to Kinmount.....	1,600
Victoria Road to Uphill.....	2,000
TOTALS.....	26,200

Totals of Other Work Done on Division No. 7

CLASS OF WORK	Total No.	Tons	Miles
Calcium dust layer on gravel surfaces.....	.....	130	26.0
Calcium for de-icing roads.....	.....	30	.....
Salt used for de-icing roads.....	.....	4,584	.....
Right-of-way fences erected.....	.....	.....	14.21
Snow fences erected, dismantled and stored.....	.....	.....	169.80
Sand for winter maintenance (tons not cu. yds.).....	.....	69,300	.....
Roads snow-ploughed and kept open.....	.....	.....	636.14
Equipment storage houses erected.....	8	.....	.....
Shrubs received from D.H.O. Nursery at Midhurst.....	21,000	.....	.....
Maintenance of roadside picnic places.....	98	.....	.....
(These are placed at side of road.)			
Added this year.....	14	.....	.....
Maintenance of tables and benches in roadside places.....	180	.....	.....
(If only one to a place should be the same as number of picnic places.)			
Added this year.....	51	.....	.....
Maintenance of snow hedges planted to-date.....	.....	.....	6.6
(Not including added this year.)			
Routine maintenance on King's Highways.....	.....	.....	514.21
Routine maintenance on secondary roads.....	.....	.....	113.28
Maintenance of scale houses.....	1	.....	.....
Automatic protection at level crossings added.....	1	.....	.....

DIVISION No. 8—KINGSTON**Construction**

Considerable work was done in this Division on Highways No. 7 and No. 401.

On Highway No. 7 T.C.H., paving was completed 7.2 miles from Maberly to Bathurst, grading completed and paving started on 8.4 miles east of Sharbot Lake and rough grading completed on another 7.4 miles west of Kaladar.

On Highway No. 401, one grading contract was completed on the Kingston By-Pass and work continues on the second. A Bridge was completed underpassing the C.N.R. and two more bridges were started. Two more contracts totaling 10.7 miles were completed on the by-pass from Belleville to Trenton and one contract was started on the Brockville By-Pass.

Bridges were built over Hardwood Creek on Highway No. 38 and Fall River on Highway No. 7, and a special 22' span over Mud Creek on Highway No. 41.

Highway No. 2 was resurfaced between Napanee and Kingston and from a point 10 miles east of Kingston to Gananoque and 7 miles of Hot Mix pavement laid on Highway No. 15 north of Crosby.

Maintenance

Regular maintenance was carried out over 616.34 miles of King's Highways and 6.6 miles of Secondary road during the past year.

For the first time the highways in the Division were zone painted by our own Division force with our own striper. The results were quite favourable and with one year's experience, even better results are anticipated next year.



Highway 401, Kingston By-pass, rock cut and grading.

A new ferry boat, The Quinte Loyalist, was put into use at Glenora last July. This new ferry improved the service between Adolphustown and Glenora especially during the busy summer months. Unfortunately ferry service had to be discontinued during the month of February, due to heavy ice conditions. Over 148,000 vehicles were ferried during the season.

The more important of the new equipment received on the Division were two hydraulic sanding units, one maintainer and six 3-ton trucks. The six 3-ton trucks have proven invaluable since they can be used for both summer and winter maintenance.

Four new salt storage sheds were built during the past year, each shed with a capacity of 250 tons. Construction of more salt sheds is anticipated next year, to ensure a steady supply of salt during the winter months.

Between 55 and 65 pieces of privately owned equipment, chiefly trucks for sanding and front end loaders were hired on an hourly basis to supplement Department equipment.

A 24-hour road-reporting service was maintained by each patrol and this service coupled with the advance weather reports received by teletype were of great assistance in forecasting and combating snow and ice conditions during the winter months.

Grading and Culverts

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year
7 — T.C.H. — Hwy. No. 38 to Maberly.....	8.3	1953	0.9	7.4
15 — 1 mile North Crosby to Portland north.....	6.7	1952	6.5	0.2
401 — Hwy. No. 38 to east of Division St., Kingston.....	3.0	1952	2.7	0.3
2 — CIL Plant, Maitland.....	0.6	1953	0.4	0.2
401 — Trent River (4 lane) Lots 18 and 19.....	4.65	1953	0.3	4.35
401 — Sydney Twp. Lots 18 and 19 to Hwy. No. 14.....	5.7	1953	4.2	1.5
401 — 4 lane, Montreal St., Kingston to Hwy. No. 15.....	3.06	1953	0.6	2.06
401 — Brockville east.....	4.8	1955	.....	.....
7 — T.C.H. — Kaladar westerly.....	7.4	1954	.....	6.5
Secondary Road —				
2 — Gananoque westerly.....	0.05	1954	.....	0.5
TOTALS.....				23.01

Granular Base Laid on New Grading

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year	Tons Placed in this Year
401 — 4 lane, Montreal St. to Hwy. No. 15.....	3.06	1953	.....	2.06	58,500
401 — Lots 18 and 19 to Hwy. No. 14.....	5.7	1953	.....	5.7	284
7 — T.C.H. — Hwy. No. 38 to Maberly.....	8.41	1953	0.9	7.51	190
401 — Hwy. No. 38 to east of Division St., Kingston.....	3.0	1952	.....	3.0	17,164
7 — T.C.H. — Kaladar westerly.....	7.4	1954	.....	6.2	128,200
401 — Trent River (4 lane) Lots 18, 19.....	4.65	1954	.....	4.65	10,938
2 — Gananoque westerly.....	6.3	1954	.....	0.5	5,317
TOTALS.....				29.62	220,593

Granular Base Laid Where No Grading Was Done

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year	Tons Placed this Year
2 — Odessa to Kingston.....	9.25	1954	....	9.25	910
14 — Foxboro Village.....	0.6	1954	....	0.6	1,344
TOTALS.....				9.85	2,254

Gravelling Contracts Not Including Granular Base

Secondary Road — Hwy. No. 7 to Clarendon Rd.....	6	1954		6	10,000
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Bridges Built

Highway No.	Type	Compl. this Year
41 — Mud Creek.....	Special 22' span	1954
7 — T.C.H. — Fall River Bridge.....	Rigid frame	1954
38 — Hardwood Creek (Verona).....	Concrete abutment, steel beam	1954
401 — Bridge over C.N.R.....	Semi-rigid frame, t-beam deck	1954

Bituminous Pavement Built

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year	Tons Placed this Year
7 — T.C.H. — Bathurst to Maberly.	7.2	1953	Base only	7.2	7,491
7 — T.C.H. — Jct. Hwy. No. 38 and No. 7 to Maberly.....	8.3	1954	....	8.3	11,800
2 — CIL Plant, Maitland.....	.61	1954	....	.61	2,763
42 — Newboro Bridge and Approaches.	.5	1954	....	.5	1,573
15 — Crosby northerly.....	7.0	1954	....	7.0	20,941
14 — Foxboro Village.....	0.6	1954	....	0.6	1,670
38 — Hardwood Creek Bridge and Approaches.....	.25	1954	....	.25	218
TOTALS.....				24.46	46,456

Bituminous Cold Mix Surface (Road Mix Mulch)

Highway No.	Miles Compl. this Year	Tons Placed this Year
7 — Sharbot Lake to White Lake.....	2	2,000
41 — Erinsville northerly.....	0.2	180
TOTALS.....	2.2	2,180

Bituminous Resurfacing Old Pavements

15 — Portland Village.....	.5	535
Deaf and Dumb School, Belleville.....		902
2 — Odessa to Kingston.....	9.25	25,040
2 — Gananoque westerly.....	6.3	16,659
2 — Napanee to Odessa.....	12.0	12,662
TOTALS.....	28.05	55,798

Bituminous Surface Treatment

Highway No.	Miles Com- pleted this Year	Gals. Bit. Used this Year	Tons Chips Used this Year
15 — Lombardy to Smiths Falls.....	6.5	19,859	926
42 — Crosby to Westport.....	8.4	24,703	994
41 — Kaladar to Erinsville.....	14.4	37,635	1,648
38 — Tichborne to Sharbot Lake.....	10.3	27,372	1,233
95, 96 — Wolfe Island.....	28.4	56,182	2,932
TOTALS.....	68.0	165,751	7,733

Bituminous Prime on Gravel Surfaces

Highway No.	Miles Com- pleted this Year	Gals. Bit. Used this Year	Tons Cover Used this Year
41 — Coles Ferry northerly.....	2.5	5,404	127

Crushed Gravel and Stone on Roads by Department Forces

Highway No.	Tons on Road
401 — Gananoque, Crystal Beach.....	210
2 — Brockville, Crystal Beach.....	40
2 — West Limits of Frontenac, East limits of Frontenac.....	1,119
2 — East limits of Lennox, West limits of Lennox.....	18
37 — Roslin, Belleville.....	750
15 — Joyceville, Brewers Mills.....	25
7 — Perth, Bathurst.....	1,008
33 — Collins Bay, Adolphustown.....	108
14 — Belleville, Hwy. No. 7.....	83
401 — At Junction Montreal St. and Hwy. No. 15.....	960
2 — Belleville, east 5.2 miles.....	228
Placed at salt sheds.....	48
401 — Trenton east on cross roads.....	81
401 — Junction 401 and Division St.....	30
TOTAL.....	4,708

Totals of Other Work Done on Division No. 8

CLASS OF WORK	Total No.	Tons	Miles
Calcium dust layer on gravel surfaces.....	.....	417.5	36.25
Calcium for de-icing roads.....	.....	18	.....
Salt used for de-icing roads.....	.....	10,567	.....
Right-of-way fences erected.....	.....	.....	38.4
Snow fences erected, dismantled and stored.....	.....	.....	70.65
Sand for winter maintenance (tons not cu. yds.).....	.....	57,849	.....
Roads snow-ploughed and kept open.....	.....	.....	622.94
Equipment storage houses erected.....	54	.....	.....
Number added this year.....	2	.....	.....
Maintenance of roadside picnic places.....	62	.....	.....
(These are placed at side of road). Number added this year..	5	.....	.....
Maintenance of tables and benches in roadside places.....	162	.....	.....
(If only one to a place should be the same as number of picnic places). Number added this year.....	20	.....	.....
Maintenance of tables and benches in off-road parks.....	183	.....	.....
Added this year.....	7	.....	.....
Maintenance of off-road areas.....(Acres)	94.5	.....	.....
Maintenance of snow hedges planted to-date.....	.....	.....	1.2
(Not including added this year).....	.....	.....	.....
Routine maintenance on King's Highways.....	.....	.....	616.34
Routine maintenance on secondary roads.....	.....	.....	6.6



Highway 17, T.C. Bridge and zone striping, facing east at Green Creek, Ottawa Division.



Highway 2. New paving one mile west of Farron's Point.

DIVISION No. 9—OTTAWA**Construction**

The Trans-Canada Highway No. 17E is now complete to L'Orignal, leaving only 16 miles remaining to the Quebec border. This section will be completed in 1955.

A start was made on the relocation of Highway No. 2 from Cornwall west to Morrisburg. This is being made necessary by the proposed flooding of the present highway due to the St. Lawrence Power Project. One contract of approximately 7 miles from Cornwall westerly was awarded.

No special problems were encountered during the construction season.

Maintenance

On Highway No. 2 between Iroquois and Aultsville, a distance of sixteen miles, the existing edge of pavement material consisting of granular was replaced with an eighteen-inch width of cold mix asphalt. This was a continuation of two previous years' work. Generally, results proved very satisfactory over the entire distance thus treated. Edge of pavement maintenance costs have been almost nil to the present time, on this section of Highway No. 2.

Two bulk salt storage sheds, with a capacity of 350 tons each, were constructed at Johnstown and Lancaster. These buildings with dimensions of 50' x 16' x 13' in height, facilitated the dumping of trucks within the building, thus eliminating some manual handling.

Two grain elevators were employed to stockpile bulk salt in our storage sheds last year. These units gave satisfactory service in piling the material to a height of 13 feet with very little manual labour involved.

Grading and Culverts

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year
44 — Carp westerly.....	5.2	1953	....	5.2
17E — T.C.H. — East of Alfred to L'Orignal Overhead.....	7.7	1953	....	7.7
15 — Stittsville westerly.....	7.3	1953	....	7.0
17E — T.C.H. — L'Orignal Overhead easterly.....	7.8	1954	....	3.9
17E — T.C.H. — Que. Boundary westerly.....	7.6	1954	....	3.3
2 — Cornwall westerly.....	7.25	1954	....	0.5
TOTAL.....				27.6
Development Roads —				
102 — Pakenham Twp. — Bellamy Rd., northwest section.....	9.0	1950	6.6	1.25
148 — Dundas Co., Mountain Twp. — Winchester westerly.....	8.5	1951	6.5	0.80
149 — Glengarry Co., Lochiel Twp. — Alexandria east, Glen Robertson.....	6.7	1951	4.5	1.7
179 — Torbolton Twp. — The fifth side road.....	3.0	1951	2.5	0.3
193 — Sherbrooke North Twp. — Elphin, Snow Road.....	3.0	1952	1.7	0.4
243 — Huntley Twp. — Burnt Lands Road, north from Kings Highway No. 44.....	1.75	1953	1.0	1.75
262 — Drummond Twp. — Prestonvale Road.....	1.75	1954	....	0.75
267 — Ramsay Twp. — Union Hall Road (part)....	1.25	1954	....	1.25
268 — Beckwith Twp. — Scotch Corners Road.....	3.5	1954	....	2.20
271 — Russell Co., Russell Twp. — Embrun westerly.....	6.0	1954	....	4.10
280 — Matilda Twp. — Hainsville, Dixon's Road....	2.8	1954	....	2.8
287 — Nepean Twp. — Nepean Swamp Road.....	3.25	1954	....	0.15
TOTAL.....				17.55

Granular Base Laid on New Grading

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year	Tons Placed this Year
44 — Carp westerly.....	5.2	1954	....	5.2	40,386
17E — T.C.H. — East of Alfred to L'Orignal Overhead.....	7.7	1954	....	7.5	84,992
15 — Stittsville westerly.....	7.3	1954	....	6.8	45,959
17E — T.C.H. — L'Orignal Overhead easterly.....	7.8	1954	....	2.3	22,441
TOTALS.....				21.8	193,778
Development Roads —					
148 — Dundas Co., Mountain Twp. — Winchester westerly.....	8.5	1951	6.5	0.80	4,680
149 — Glengarry Co., Lochiel Twp. — Alexandria, Glen Robertson.....	6.7	1951	4.5	1.70	10,350
179 — Torbolton Twp. — fifth side road.	3.0	1951	2.5	0.30	875
243 — Huntley Twp. — Burnt Lands Road northerly from K/H 44..	1.75	1953	1.0	0.75	3,780
262 — Drummond Twp. — Prestonvale Road.....	1.75	1954	....	0.75	1,720
268 — Beckwith Twp. — Scotch Corners Road.....	3.5	1954	....	2.20	26,440
271 — Russell Co., Russell Twp. — Embrun westerly.....	6.0	1954	....	4.10	21,775
280 — Matilda Twp. — Hainsville to Dixon's Corners.....	2.8	1954	....	2.80	6,380
TOTALS.....				13.40	76,000
GRAND TOTALS.....				35.2	269,778

Granular Base Laid Where No Grading Was Done

43 — Finch to Chesterville.....	7.3	1954	....	7.3	27,016
2 — Cornwall to Aultsville.....	16.2	1954	....	16.2	44,973
17E — T.C.H. — Wendover to Plantagenet.....	8.2	1954	....	8.2	76,586
17E — T.C.H. — 2 miles east of Alfred to L'Orignal Overhead.....	7.7	1954	....	6.5	12,700
16 — Manotick to North Gower.....	11.3	1954	....	11.3	10,014
17W — Carp east and west.....	5.9	1954	....	5.9	6,190
17E — L'Orignal to Pointe Fortune.....	14.4	1954	....	14.4	14,972
17W — Arnprior to Renfrew.....	13.4	1954	....	13.4	9,987
43 — Alexandria westerly.....	9.3	1954	....	9.3	24,466
TOTALS.....				92.5	216,904

Gravelling Contracts Not Including Granular Base

Development Roads —					
102 — Pakenham Twp. — Bellamy Rd. northwest section.....	9.0	1950	6.6	1.25	3,475
148 — Dundas Co., Mountain Twp. — Winchester westerly.....	8.5	1951	6.5	0.80	1,545
149 — Glengarry Co., Lochiel Twp. — Alexandria east, Glen Robertson.....	6.7	1951	4.5	1.70	1,105
179 — Torbolton Twp. — fifth side road.	3.0	1951	2.5	0.30	790
193 — Sherbrooke North Twp. — Elphin, Snow Road.....	3.0	1952	1.7	0.40	680
217 — March Twp. — fifteenth side rd., K/H No. 17 easterly.....	2.75	1953	2.75	.....	3,110
234 — Burgess North Twp. and Elmsley North Twp. — Scotch Line to Otty Lake.....	3.0	1953	3.0	.....	2,740
262 — Drummond Twp. — Prestonvale Road.....	1.75	1954	....	1.75	695
267 — Ramsay Twp. — Union Hall Road (part).....	1.25	1954	....	1.25	2,430

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year	Tons Placed this Year
280 — Matilda Twp. — Hainsville to Dixon's Corners.....	2.80	.....	....	2.80	2,560
TOTALS.....				10.25	19,130

Highway No.	Bridges Built	Type	Compl. this Year
17W — T.C.H. — South Nation River Bridge, North Plantagenet Twp., Lot. 21, Con. 2, Prescott Co.....	3 span steel truss concrete piers and abutments		1954
17W — Mississippi River Bridge, Fitzroy Twp., County of Carleton.....	3 span steel truss concrete piers and abutments		1954
Development Roads —			
193 — Sherbrooke North Twp. — Elphin, Snow Road, Mississippi River Bridge, Lot 16, Con. 3.....	Steel truss on concrete abutments, span 74'-16", width 16'		1954

Bituminous Pavement Built

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year	Tons Placed this Year
17E — T.C.H. — Plantagenet to east of Alfred.....	8.0	1953	4.0	4.0	21,643
43 — Chesterville to Finch.....	7.3	1954	....	7.3	19,563
17 — T.C.H. — West of Wendover to Plantagenet.....	8.2	1954	....	8.2	34,723
43 — Alexandria westerly.....	9.3	1954	....	9.3	23,996
17 — T.C.H. — 2 miles east of Alfred to L'Orignal Overhead.....	7.7	1954	....	3.8	10,660
TOTALS.....				32.6	110,585

Bituminous Resurfacing Old Pavements

Highway No.	Miles Compl. this Year	Tons Placed this Year
15 — Stittsville to Ashton Station.....	10.8	11,017
31 — Winchester north to Carleton County Line.....	6.3	5,480
2 — Aultsville to Cornwall.....	16.2	41,466
16 — North of Manotick to North Gower.....	11.3	18,817
17W — Carp east and west.....	5.9	9,177
17E — L'Orignal to Pointe Fortune.....	14.4	34,998
17W — Arnprior west to Renfrew east.....	13.4	33,029
TOTALS.....	78.3	153,984

Bituminous Surface Treatment

Highway No.	Miles Com-pleted this Year	Gals. Bit. Used this Year	Tons Chips Used this Year
Secondary Road — Calabogie Area.....	7.0	16,768	1,072

Bituminous Prime on Gravel Surfaces

Highway No.	Miles Com-pleted this Year	Gals. Bit. Used this Year	Tons Cover Used this Year
Secondary Roads —			
2 miles east of Calabogie to Black Donald.....	16	36,701	1,156
1 mile south of Calabogie to Brightside.....	17	38,990	1,230
TOTALS.....	33	75,691	2,386

Crushed Gravel and Stone on Roads by Department Forces

Highway No.	Tons Stockpiled	Tons on Road
2 — Cardinal.....	1,000	1,000
2 — Lancaster.....	1,500	1,500
17 — Cobden.....	4,000	2,000
17 — Haleys Sta.....	4,500	2,000
17 — Cumberland.....	4,000	2,500
17 — Rockland.....	4,000	2,000
29 — Carleton Place.....	5,000	2,000
31 — Winchester Springs.....	1,500	1,500
43 — Finch.....	5,000	3,000
43 — Apple Hill.....	9,157	1,000
2 — Janie Pit (northeast of Moulinette).....	2,260	1,000
Secondary Roads —		
Calabogie.....	3,000	500
2 miles east of Black Donald.....	3,000	300
2 miles south of Calabogie.....	3,000	1,000
5 miles south of Calabogie.....	5,000	1,000
TOTALS.....	55,857	22,300

Totals of Other Work Done on Division No. 9

CLASS OF WORK	Total No.	Tons	Miles
Calcium dust layer on gravel surfaces.....		15	3
Calcium dust for de-icing roads.....		258	.....
Salt used for de-icing roads.....		10,832	.....
Right-of-way fences erected (contract and day labour).....			53.905
Snow fences erected, dismantled and stored.....			152.0
Sand for winter maintenance (tons not cu. yds.).....		2,600	.....
Roads snow-ploughed and kept open.....			583.7
Equipment storage houses erected.....	19	.....	.....
Shrubs received from D.H.O. Nursery at Midhurst.....	3,420	.....	.....
Other nurseries.....	259	.....	.....
Maintenance of roadside picnic places.....	45	.....	.....
(These are placed at side of road).			
Maintenance of tables and benches in roadside places.....	151	.....	.....
(If only one to a place should be the same as number of picnic places). Added this year.....	32	.....	.....
Maintenance of tables and benches in off-road parks.....	34	.....	.....
Maintenance of off-road areas..... (Acres)	8	.....	.....
Routine Maintenance on King's Highways.....			529.51
Routine maintenance on connecting links.....			11.29
Routine maintenance on secondary roads.....			42.9
Development roads built.....			17.55

DIVISION No. 10—BANCROFT

Construction

Contract 54-21 — Apsley South 5 miles — Rock with overburden throughout length of contract. Scratch work. One large culvert of standard open type required conversion to box type due to poor bearing.

Contract 54-77 — Killaloe East — On some portions of work scrapers were used, other portions were covered with large surface boulders which were pulled into the shoulders and covered with earth. Portions of country are very flat and necessitated ditching. One large cut contained cemented gravel in mass and contractor had difficulty in excavating.

Maintenance

Routine maintenance only.



Highway 62. Killaloe By-pass. This picture of heavy rock grading clearly indicates magnitude of the project.



Highway 28. Heavy earth grading south of Apsley.

Grading and Culverts

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year
28 — 5 miles south of Apsley to Apsley.....	5.06	1954	....	5.06
60 — Killaloe east.....	6.73	1954	....	6.73
TOTAL.....				11.79
Development Roads —				
67 — Dacre, Shamrock, Renfrew.....	16	1949	8.0	2.8
86 — Denbigh to Plevna.....	19	1949	7.0	2.0
87 — Ardoch to Clarendon Station.....	14.2	1949	8.7	2.5
177 — Hardwood Lake to Mayo Boundary.....	11.0	1951	....	0.7
186 — Quadville to Foymount.....	10.0	1952	4.8	1.7
191 — Hwy. No. 62 to Weslemkoon Lake Road.....	16.0	1952	....	....
211 — Dacre to Mt. St. Patrick.....	6.0	1953	2.0	2.0
213 — Fort Stewart to Boulter.....	7.0	1953	2.8	3.0
214 — Bessemer to Hermon, Carlow Boundary.....	8.0	1953	2.0	2.0
228 — Mississippi Sta. to Snow Road.....	3.0	1953	1.0	1.0
240 — Lower Faraday Road.....	12.5	1953	1.5	1.0
257 — Hwy. No. 62 to Carson Lake.....	3.8	1954	....	3.0
258 — Beachburg, Forresters Falls.....	5.0	1954	....	3.0
270 — Thompson's Corners to Matawatchan.....	2.5	1954	....	1.0
282 — Hybla Road.....	3.0	1954	....	0.7
TOTAL.....				26.4

Granular Base Laid on New Grading

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year	Tons Compl. this Year
28 — 5 miles south Apsley to Apsley.....	5.06	1954	....	5.06	25,007
60 — Killaloe east.....	6.73	1954	....	6.73	15,031
TOTALS.....				11.79	40,038

Gravelling Contracts Not Including Granular Base

41 — Eganville to Golden Lake.....	1954	....	19,986
41 — Griffith to Eganville.....	1954	....	20,001
41 — Denbigh north and south.....	1954	....	5,000
28 — Apsley to 5 miles south.....	1954	....	20,016
60 — Killaloe east.....	1954	....	20,348
Secondary Roads —			
215 — Bancroft northwest to Haliburton Boundary.....	1954	....	20,000
Development Roads —			
87 — Ardoch to Clarendon Station.....	1954	....	2,500
191 — Hwy. No. 62 to Weslemkoon Lake.....	1954	....	500
TOTAL.....			108,351

Bridges Built

Highway No.	Type	Compl. this Year
62 — Kellar's Bridge — Lot 23, Con. V, Twp. Madoc on Moira River.....	3 span rigid frame	1
Secondary Roads —		
214 — Crow River Bridge — Lot 30, Con. VII, Twp. Chandos, on Crow River.....	Warren truss on concrete abutments	1
TOTAL.....		2

Bituminous Cold Mix Surface (Road Mix Mulch)

Highway No.	Miles Compl. this Year	Tons Placed this Year
62 — Round Lake easterly to 10.5 miles.....	10.5	15,750
62 — Maynooth to Combermere.....	8.0	12,000
62 — Pembroke west 1.30 miles.....	1.3	1,900
Secondary Road —		
210 — Golden Lake to Lake Dore.....	10.3	15,450
TOTALS.....	30.1	62,200

Bituminous Surface Treatment

Highway No.	Miles Completed this Year	Gals. Bit. Used this Year	Tons Chips Used this Year
28 — 5 miles south Apsley to 10.7 miles south Apsley.....	5.7	20,278	775.65
28 — Bancroft to 7 miles west.....	7.0	24,804	967.00
62 — Barrys Bay to 15 miles south.....	4.8	14,299	659.80
60 — Killaloe to 13 miles west.....	7.0	19,605	855.90
Secondary Road —			
207 — Killaloe to Brudenell.....	9.0	22,371	920.85
TOTALS.....	33.5	101,357	4,179.20



Bridge over Mississippi River at Galetta on Carleton County Road No. 20.

Bituminous Prime on Gravel Surfaces

Highway No.	Miles Completed this Year	Gals. Bit. Used this Year	Tons Cover Used this Year
62 — Round Lake to 7 miles easterly.....	7.0	25,401	470
Secondary Roads —			
201 — Bancroft to Hermon.....	14.0	31,664	510
215 — Bancroft to Haliburton Boundary.....	11.0	31,201	605
203 — Maynooth to Lake St. Peter.....	8.0	16,794	500
217 — Whitney to Lake St. Peter.....	18.0	50,463	890
216 — Madawaska to Cross Lake.....	13.0	29,105	455
205 — Combermere to Quadville.....	17.0	46,045	865
206 — Killaloe to Round Lake.....	12.0	17,584	505
210 — Golden Lake to Lake Dore.....	9.0	29,824	560
209 — Dacre to Hyndford.....	9.0	24,950	365
211 — Cloyne to Plevna.....	22.0	46,925	1,020
212 — Dacre to Shamrock.....	6.0	22,114	305
TOTALS.....	146.0	372,070	7,050

Crushed Gravel and Stone on Roads by Department Forces

Highway No.	Tons on Road
Secondary Road —	
216 — Madawaska, Cross Lake.....	3,222

Totals of Other Work Done on Division No. 10

CLASS OF WORK	Total No.	Tons	Miles
Calcium dust layer on gravel surfaces.....	.....	445	53.7
Salt used for de-icing roads.....	.....	4,153	.....
Right-of-way fences erected.....	.....	.....	23.1
Snow fences erected, dismantled and stored.....	.....	.....	15
Sand for winter maintenance (tons not cu. yds.).....	.....	35,700	.....
Roads snow-ploughed and kept open.....	.....	.....	512
Equipment storage houses erected.....	10	.....	.....
Added this year.....	2	.....	.....
Maintenance of roadside picnic places.....	6	.....	.....
(These are placed at side of road).			
Maintenance of tables and benches in roadside places.....	12	.....	.....
(If only one to a place should be the same as number of picnic places).			
Maintenance of tables and benches in off-road parks.....	111	.....	.....
Maintenance of off-road areas..... (Acres)	80.8	.....	.....
Maintenance of snow hedges planted to-date.....	.....	.....	3.3
(Not including added this year).			
Routine maintenance on King's Highways.....	.....	.....	331
Routine maintenance on secondary roads.....	.....	.....	199.5
Development roads built.....	.....	.....	26.4

DIVISION No. 11—HUNTSVILLE**Construction***Cont. 54-11 — New Equipment*

On this contract a new piece of equipment was used for laying shouldering material.

The material was transferred to shoulder by continuous belt feed, and there laid by hydraulic screed; controlled as to width, depth and slope.

This machine gave a very satisfactory performance and left the shoulders uniform, both as to width and depth, producing a distinct improvement as to appearance or road finish for this type of contract.

Maintenance

Only new equipment or methods used was the employment of a travelling plant for cold mixing Bituminous Mulch. This machine was used in late September, when weather conditions were so adverse that road mixing of this material proved impractical. In spite of conditions, an excellent job was obtained. In our opinion this machine is much superior to road mixing, in results obtained, and has a distinct advantage in that a windrow of gravel is not required to be placed on the road, thus interfering with traffic.

Grading and Culverts

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year
11 — Novar to Scotia Junction.....	5.12	1952	4.0	1.12
11 — Scotia Junction to Emsdale north.....	4.75	1952	4.15	0.60
69 — T.C.H. — Gordon Bay to Hayes Cor.....	6.2	1952	3.4	2.8
69 — T.C.H. — Footes Bay to Gordon Bay.....	4.7	1953	0.4	4.3
11 — Bracebridge Centre Entrance.....	1.0	1954	.....	0.25
11 — Bracebridge south Channelization.....	0.25	1954	.....	0.25
Secondary Roads —				
Monck Road — 1 mile west of Wilberforce to 3 miles east of Tory Hill.....	2.8	1953	.....	2.8
Monck Road — 1 mile east of Wilberforce to 2.7 miles east of Wilberforce.....	1.7	1953	0.7	1.0
Haliburton, Tory Hill — 7.5 miles east of Haliburton to 9.1 miles east of Haliburton.	1.6	1954	.....	1.4
Parry Sound, Burks Falls — 1 mile west of Ahmic Harbour to 1.7 miles west of Ahmic Harbour.....	0.7	1954	.....	0.6
Rosseau, Hayes Cors. — Hwy. No. 69 to 2 miles east of Hwy. No. 69.....	2.0	1954	.....	.....
TOTAL.....				15.12
Development Roads —				
Peninsula Road to Medora and Wood Twps.	9.0	1951	.....	4.0
Lake of Bays to Brunel and Franklin Twps..	11.0	1949	.....	7.0
Ingoldsby Road to Anson and Hindon, Minden Twps.....	5.0	1951	.....	4.5
Fletcher Lake to Sherborne, McClintock Twps.....	10.0	1951	.....	7.0
Cheddar Road to Cardiff Twp.....	11.0	1952	.....	6.0
Bangor Lodge Road to Monck Twp.....	2.0	1953	.....	2.0
Guilford, Eagle Lake Road to Dysart et al....	5.0	1954	.....	3.5
Dee Bank Road to Watt Twp.....	3.0	1954	.....	3.0
Midlothian Rd. to Chapman Twp.....	3.5	1950	0.5	0.5
Midlothian Rd. to Ryerson Twp.....	11.0	1951	1.5	0.5
Turtle Rd. to Christie Twp.....	6.0	1951	1.0	1.0
Eagle Lake north end to Machar Twp.....	4.0	1951	1.5	1.0
Black Stone Road to Foley Twp.....	3.5	1952	1.0	0.75
245 — McKellar Twp.....	0.5	1954	.....	0.5
246 — Armour Twp.....	2.75	1954	.....	0.5
247 — Strong Twp.....	2.0	1954	.....	0.5
TOTAL.....				42.25

Granular Base Laid on New Grading

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year	Tons Placed this Year
11 — Novar to Scotia Junction.....	5.12	1952	4.0	1.12	35,250
11 — Scotia Junction to Emsdale north.....	4.75	1952	4.15	0.60	45,000

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year	Tons Placed this Year
69 — T.C.H. — Gordon Bay to Hayes Corner.....	6.2	1952	3.4	2.8	1,300
69 — T.C.H. — Footes Bay to Gordon Bay.....	4.7	1953	0.4	4.3	70,000
11 — Bracebridge center entrance.....	1.0	1954	.....	0.25	.....
11 — Bracebridge south channelization	0.25	1954	.....	0.25	3,000
Secondary Roads —					
Monck Rd. — 1 mile west of Wilberforce to 3 miles east of Tory Hill.....	2.8	1953	.....	2.8	62,000
Monck Rd. — 1 mile east of Wilberforce to 2.7 miles east of Wilberforce.....	1.7	1953	0.7	1.0	25,000
Hal., Tory Hill — 7.5 miles east of Hal. to 9.1 miles east of Haliburton.....	1.6	1954	.....	1.0	16,500
Parry Sound, Burks Falls — 1 mile west of Ahmic Harbour to 1.7. miles west of Ahmic Har...	0.7	1954	.....	0.4	9,000
TOTALS.....				14.52	267,050

Granular Base Laid Where No Grading Was Done

69 — Bala to Glen Orchard	} 11	1954	11	84,500
Secondary Road — Port Carling to Glen Orchard }					

Gravelling Contracts Not Including Granular Base

69 — Nobel to Britt.....	20	1954	.....	10	10,000
Secondary Roads —					
Tory Hill to Bancroft.....	20	1954	.....	20	15,000
Foxes Corner to Tory Hill.....	10	1954	.....	10	19,840
Waubamick to Magnetawan.....	24	1954	.....	24	15,000
Development Road —					
269 — Perry Twp.....	5	1954	.....	5	7,500
TOTALS.....				69	66,340

Bridges Built

Highway No.	Type	Compl. this Year
69 — T.C.H. — Portage Creek Bridge, Gordon Bay....	Creo-pile and bent concrete deck	1954
69 — T.C.H. — Still River Bridge, Britt.....		
69 — T.C.H. — Cranberry Creek O'head, 8 miles north of Britt.....	Conc. abut. centre steel arch and girder., concrete deck	1954
	Concrete abuts. and piers on piles steel girders stringer concrete deck	1954

Bituminous Pavement Built

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year	Tons Placed this Year
69 — Bala to Glen Orchard	} 11	1954	.....	11	27,390
Secondary Road — Port Carling to Glen Orchard }					



Highway 69, T.C. Heavy rock cut and fill facing north towards Portage Lake.

Bituminous Cold Mix Surface (Road Mix Mulch)

Highway No.	Miles Compl. this Year	Tons Placed this Year
Rosseau to Bent River Hill.....	10.0	15,000
Patterson Cor. to Falkenburg.....	6.0	9,000
McKellar to Waubamick.....	6.0	9,000
Still River Bridge.....	0.7	1,200
Cranberry.....	0.5	900
T.C.H. — Hayes Cor. to Gordon Bay.....	6.2	11,000
Emsdale north.....	0.5	900
TOTALS.....	29.9	47,000

Bituminous Resurfacing Old Pavements

11 — 3 miles north to 4 miles north of Severn Bridge.....	1	1,000
11 — Bracebridge south channelization.....	0.25	1,200
11 — Bracebridge north entrance.....	0.4	400
60, 35 — Huntsville to Dwight }	32	21,827
11 — Huntsville to Burks Falls }		
TOTALS.....	33.65	24,427

Bituminous Surface Treatment

Highway No.	Miles Com- pleted this Year	Gals. Bit. Used this Year	Tons Chips Used this Year
11 — High Falls to Parkersville }	12	54,275	2,313
South Falls to Bracebridge }			
69 — Magnetawan River to French River.....	18	64,782	2,104
35 — Minden By-pass.....	3	10,475	410
TOTALS.....	33	129,532	4,827

Bituminous Prime on Gravel Surfaces

Highway No.	Miles Com- pleted this Year	Gals. Bit. Used this Year	Cu. Yd. Cover Used this Year
69 — Nobel to Magnetawan River.....	39	81,700	1,802
69 — Glen Orchard to Footes Bay.....	6	19,828	344
Secondary Roads —			
Tory Hill to Foxes Cor.....	10	41,611	461
Irondale to Highland Grove.....	39	89,993	1,260
Hayes Cor. to Rosseau.....	11	29,960	524
Waubamick to Magnetawan.....	33.1	102,100	1,755
11 — Emsdale to Sprucedale.....	12	22,200	325
Orrville to Parry Sound (Hwy. No. 69).....	12.1	29,200	500
Eagle Lake to Redstone Lake.....	4	8,293	200
Britt Village Rd.....	2.5	5,000	131
Bayfield Inlet Rd.....	3.0	7,200	.....
TOTALS.....	171.7	437,085	7,302

Calcium Dust Layer

Highway No.	Miles Compl. this Year	Tons Placed this Year
69 — Glen Orchard to Footes Bay.....	6	3.0
69 — Nobel to Magnetawan River.....	42	56.0
Secondary Roads —		
Grassmere (Junction Hwy. No. 60) to Interlaken.....	10	69.10
11 — Emsdale to Parry Sound (Hwy. No. 69).....	42	124.65
Dunchurch to Ardbeg.....	17	88.25
Irondale to 5 miles east of Highland Grove.....	39	40.0
Haliburton to Tory Hill.....	15	27.85
Waubamick to Magnetawan.....	.....	22.85
TOTALS.....	171	431.70

Crushed Gravel and Stone on Roads by Department Forces

Highway No.	Tons Stockpiled	Tons on Road
11 — Severn Bridge to North Bdy. of Division.....	1,120
69 — Gravenhurst to French River.....	3,760
35 — Jct. Hwy. No. 60 to South Bdy. of Division.....	901
60 — Jct. Hwy. No. 11 to Algonquin Park Headquarters.....	777
Old 11 — Bracebridge north and south.....	27
Secondary Roads —		
Jct. Hwy. No. 60 to Interlaken.....	1,400
No. 11 Hwy. (Emsdale) to No. 69 Hwy. (Parry Sound).....	2,000	6,423
Sundridge to Magnetawan.....	720
Falkenburg to Hayes Corners (Hwy. No. 69).....	8,307
Parry Sound to Burks Falls.....	8,296
Dunchurch to Ardbeg.....	2,600
Utterson (Hwy. No. 11) to Windermere.....	921
Bracebridge to Glen Orchard.....	30
Huntsville to Baysville.....	120
Dorset to High Falls (Hwy. No. 11).....	361
Kinmount to 5 miles east of Highland Grove.....	4,728
Haliburton to Redstone Lake.....	204
Minden to Tory Hill.....	2,226
TOTAL.....	42,921

Totals of Other Work Done on Division No. 11

CLASS OF WORK	Total No.	Tons	Miles
Calcium dust layer on gravel surfaces.....	.....	431.70	171
Salt used for de-icing roads.....	.....	5,608.70	.....
Right-of-way fences erected.....	.....	.....	13.8
Snow fences erected, dismantled and stored.....	.....	.....	11.3
Sand for winter maintenance (cu. yds. not tons).....(c.y.)	28,500	.....	.....
Roads snow-ploughed and kept open.....	.....	.....	678.3
Maintenance of roadside picnic places.....	24	.....	.....
(These are placed at side of road).	.....	.....	.....
Maintenance of tables and benches in roadside places.....	30	.....	.....
(If only one to a place should be the same as number of picnic places). Added this year.....	2	.....	.....
Maintenance of tables and benches in off-road parks.....	174	.....	.....
Added this year.....	23	.....	.....
Maintenance of off-road areas.....(Acres)	9	.....	.....
Maintenance of show hedges planted to-date.....	.....	.....	15.3
(Not including added this year).	.....	.....	.....
Routine maintenance on King's Highways.....	.....	.....	317.8
Routine maintenance on secondary roads.....	.....	.....	366.8
Development roads built.....	.....	.....	42.25
Maintenance of scale houses.....	2	.....	.....

DIVISION No. 13—NORTH BAY**Construction**

On the King's Highway system four grading contracts were in operation — one being completed during the year.

Clearing of right-of-way for a Development Road from Harrington Creek to Timber Lake was commenced in February, 1955.

Maintenance

During the year 1954-55 General Maintenance was carried out on 359 miles of King's Highways and 205 miles of Secondary Roads.

Twelve miles of road received a mulch surface, using Stationary plant mix, travelling plant mix, and road mix methods. The travelling plant produced very good results marred by unfortunate weather conditions.

Bulk Calcium was applied on the Powassan-Restoule Secondary road with very satisfactory results.

Traffic signs and symbols were placed on 38 miles of Secondary road and replaced on Highways where necessary. Traffic lights were installed at the intersections of Highways No. 63 and No. 11 with North Bay By-Pass. A considerable increase in acreage of roadside picnic sites was established and a number of new picnic tables was distributed through the Division.

A contract for painting several Bridges was partly completed.

Grading and Culverts

Highway No.	Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. this Year
11 — Wasi River south.....	2.5	1954	.....	1.6
11 — 2.5 miles south of Wasi to 5.5. miles south of Wasi.....	3.0	1954	.....	0.3
17 — Tucker Creek to Chalk River.....	1.75	1954	.....	0.17
17 — Main St., Sturgeon Falls to Ottawa St.....	0.6	1954	.....	0.60

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year
Secondary Roads —				
2 miles west of Trout Creek to west approach S. River Bridge.....	0.45	1954	.....	0.45
½ mile north of St. Charles northerly.....	0.25	1954	.....	0.25
TOTAL.....				3.37
Development Roads —				
North of Mattawa, Harrington Ck. to Timber Lake.....	13.5	.....	.....	12.6
Lot XIII, Con. C. to Widdifield.....	0.17	1954	.....	0.17

Granular Base Laid on New Grading

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year	Tons Placed this Year
11 — Wasi River south.....	2.5	1954	.....	1.6	80,000
11 — Wasi River south.....	2.5	1954	.....	.....	19,000
17 — Main St., Sturgeon Falls to Ottawa St.....	0.6	1954	.....	0.6	18,000
Secondary Roads —					
2 miles west of Trout Creek to west approach S. River Bridge.....	0.45	1954	.....	0.45	16,617
½ mile north of St. Charles northerly.....	0.25	1954	.....	0.25	350
Development Road —					
Lot XIII, Con. C. to Widdifield.....	0.17	1954	.....	0.17	530
TOTALS.....				3.07	134,497

Granular Base Laid Where No Grading Was Done

11 — Mile 31 to mile 39 north of North Bay	}	14.0	1954	14.0	118,745
Mile 53.7 to mile 59.7						
north of North Bay						

Gravelling Contracts Not Including Granular Base

Secondary Roads —					
Verner to Noelville.....	8.5	1954	.....	8.5	15,000
St. Charles Hagar to Veuve River.....	14	1954	.....	14.0	10,000
Trout Creek to Loring Road.....	8	1954	.....	8.0	14,000
2 miles west of Trout Creek to Arnstein.....	31	1954	.....	31.0	16,000
Verner to Muskrat Creek.....	21	1954	.....	21.0	10,000
Field to River Valley.....	10	1954	.....	10.0	9,900
Noelville, Rutter to French River.....	22	1954	.....	22.0	15,000
TOTALS.....				114.5	89,900

Highway No.	Bridges Built	Type	Compl. this Year
17 — Sturgeon Falls, Springer Twp., Lot 4, Con. 1.....		Steel arch, con. deck	1954

Bituminous Pavement Built

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year	Tons Placed this Year
11 — North mile 31.0 to mile 39.0.....	8.0	1954	.....	8.0	22,975



Highway 17. New bridge over Sturgeon River at Sturgeon Falls.



Development Road built to give long low-maintenance cost service to Municipal Road authority. Illustration features heavy rock cut, grading, and general improvement in Ferris East Township.

Bituminous Cold Mix Surface (Road Mix Mulch)

Highway No.	Miles Compl. this Year	Tons Placed this Year
11 — Algonquin and By-pass Intersection and Fisher St. approach.....	0.5	900
17 — Main St., Sturgeon Falls to Ottawa St.....	0.6	1,500
63 — North Bay to Feronia.....	7.5	9,000
Secondary Roads —		
East of Arnstein to Loring.....	3.3	4,395
Trout Creek westerly.....	2.0	2,771
For Twp. of Springer.....	2.8	3,360
Cache Bay Streets.....	3.0	3,600
TOTALS.....	19.7	25,526

Bituminous Resurfacing Old Pavements

11 — North mile 53.7 to mile 59.7.....	6.0	11,598
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Bituminous Surface Treatment

Highway No.	Miles Com- pleted this Year	Gals. Bit. Used this Year	Tons Chips Used this Year
11 — Jct. Hwy. No. 17 west to ½ mile north of Callander.....	11.3	50,255	1,994
11 — Callander Limits south to 1.1 mile south.....	1.1	3,822	142
Secondary Roads —			
Jct. Hwy. No. 11 and Airport Road to 4.7 miles east.....	4.7	17,200	661
TOTALS.....	16.9	71,277	2,797

Bituminous Prime on Gravel Surfaces

Highway No.	Miles Com- pleted this Year	Gals. Bit. Used this Year	Tons Cover Used this Year
64 — Sturgeon Falls to 24.5 miles northeast.....	24.5	85,117	1,946

Calcium Dust Layer

Highway No.	Miles Compl. this Year	Tons Placed this Year
11 — North mile 31-39 to mile 53.7-59.7.....	14.0	156.00
11 — Wasi River south.....	2.5	8.00
17 — Mattawa to C.P.R. Bridge.....		10.00
63 — North Bay to Feronia.....	7.0	11.00
64 — Crystal Falls to Jct. Hwy. No. 11 north.....	30.0	24.00
TOTALS.....	53.5	209.00
Secondary Roads —		
Trout Creek to Loring.....	0.45	6.00
Verner to Noelville.....	34.0	70.00
Powassan to Loring Spur.....	20.0	100.00
Trout Creek to Restoule.....	43.0	181.50
Field to River Valley.....	10.0	78.75
Warren to River Valley.....	16.0	3.00
Hwy. No. 64 to Crystal Falls.....	6.0	6.00
Hagar to Wolsley Bay, French River, Rutter.....	65.0	303.00
TOTALS.....	194.45	748.25
GRAND TOTALS.....	247.95	957.25

Crushed Gravel and Stone on Roads by Department Forces

Highway No.	Tons on Road
11 — Trout Creek to Temagami.....	887
17 — Pembroke to Hagar.....	7,000
63 — North Bay to Temiskaming.....	692
64 — Sturgeon Falls to Jct. Hwy. No. 11.....	3,604
TOTAL	121.83
Secondary Roads —	
Trout Creek to Loring Rd.....	11,788
Powassan to Kidd's Corner.....	5,572
Field to River Valley.....	717
Warren to River Valley.....	236
Hagar to Rutter.....	5,853
Verner to Noelville.....	2,427
TOTAL	26,594
GRAND TOTAL	38,777

Totals of Other Work Done on Division No. 13

CLASS OF WORK	Total No.	Tons	Miles
Calcium dust layer on gravel surfaces.....	.....	957	147.95
Calcium for de-icing roads.....	.....	6	.....
Salt used for de-icing roads.....	.....	4,750	563
Right-of-way fences erected.....	.....	.....	12.3
Snow fences erected, dismantled and stored.....	.....	.....	55.5
Sand for winter maintenance (tons not cu. yds.).....	.....	40,787	.....
Roads snow-ploughed and kept open.....	.....	.....	563
Equipment storage houses erected.....	12	.....	.....
Added this year.....	1	.....	.....
Maintenance of roadside picnic places.....	45	.....	.....
(These are placed at side of road).	.....	.....	.....
Maintenance of tables and benches in roadside places.....	71	.....	.....
(If only one to a place should be the same as number of picnic places). Added this year.....	17	.....	.....
Maintenance of tables and benches in off-road parks.....	113	.....	.....
Added this year.....	55	.....	.....
Maintenance of off-road areas..... (Acres)	43	.....	.....
Maintenance of snow hedges planted to-date.....	.....	.....	7.31
(Not including added this year).	.....	.....	.....
Routine maintenance on King's Highways.....	.....	.....	359
Routine maintenance on secondary roads.....	.....	.....	205
Development roads built.....	.....	.....	0.17
Maintenance of scale houses.....	3	.....	.....
Automatic protection at level Rly. crossing added this year.....	1	.....	.....

DIVISION No. 14—NEW LISKEARD**Maintenance**

Calcium Chloride was applied on 219 miles of road. An application of a "pellet" form of calcium was spread, one carload being used as an experiment. Conditions were not satisfactory enough to form any judgement on results but the handling proved very economical.

Five hundred red pine seedlings were planted on a sand cut as an experiment.

Weed spraying and Brush control was continued on a limited scale; the situation coming more under control yearly.

Extensive work in ditching and gravelling was carried out on Mining Access roads.

Grading and Culverts

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year
Development Roads —				
233 — Belle Vallee to Secondary Road No. 45.....	4	1953	1	3
232 — Casey, Brethour Bdry. to Brethour, Hilliard Bdry.....	8	1953	2	4
286 — Larder Lake south to Englehart.....	24	1954	....	1
TOTAL.....				8

Granular Base Laid Where No Grading Was Done

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year	Tons Placed this Year
67 — Barber's Bay towards Connaught.	0.8	1954	.....	0.8	21,400

Gravelling Contracts Not Including Granular Base

101 — Matheson easterly.....	10	1954	.....	4	20,000
Secondary Road —					
Timmins westerly.....	4.5	1954	.....	4.5	8,000
TOTALS.....				8.5	28,000



Highway 11. New paving and zone striping half-mile north of Latchford, New Liskeard Division.

Bituminous Cold Mix Surface (Road Mix Mulch)

Highway No.	Miles Compl. this Year	Tons Placed this Year
101 — Matheson to 3.7 miles east.....	3.7	5,600
Secondary Road —		
11 — at Englehart to Charlton.....	8.0	10,200
TOTALS.....	11.7	15,800

Bituminous Surface Treatment

Highway No.	Miles Completed this Year	Gals. Bit. Used this Year	Tons Cover Used this Year
65 — Elk Lake westerly.....	10	31,750	1,330
Secondary Road —			
North Temiskaming Hwy. No. 11 to Quebec boundary.....	15	47,600	1,668
TOTALS.....	25	79,350	2,998

Bituminous Prime on Gravel Surfaces

65 — Elk Lake westerly.....	21	69,285	1,662
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Crushed Gravel and Stone on Roads by Department Forces

Highway No.	Tons on Road $\frac{5}{8}$ " Crushed Gravel	Tons on Road Pit-run Gravel
11 — Matheson to Porquis.....	950	5,350
65 — New Liskeard to Elk Lake.....	1,870	9,900
65 — Elk Lake to Matachewan.....	960	2,700
66 — Kirkland Lake to Quebec boundary.....	300	165
67 — Connaught to Hwy. No. 101.....	350	565
101 — Matheson east.....	1,800	2,000
Secondary Roads —		
Silver Centre Road.....		4,460
Haileybury West Road.....		4,370
North Road.....	2,640	3,900
Charlton Road.....	330	1,460
Gowganda Road, Tamarac Creek to Westree.....	3,000	25,000
Matachewan easterly.....	980	1,090
Holtyre Road.....	870	50
Shillington, Ansonville Rd.....		1,360
Mining Access Roads —		
Kenogami to Matachewan.....		5,920
Warren Lake to Kukatush.....		4,460
TOTALS.....	14,050	72,750

Totals of Other Work Done on Division No. 14

CLASS OF WORK	Total No.	Tons	Miles
Calcium dust layer on gravel surfaces.....		675	219
Calcium for de-icing roads.....		65	
Salt used for de-icing roads.....		1,868	
Right-of-way fences erected.....			7.8
Snow fences erected, dismantled and stored.....			107
Sand for winter maintenance (tons not cu. yds.).....		14,950	
Roads snow-ploughed and kept open.....			972
Equipment storage houses erected.....	10		
Shrubs received from D.H.O. Nursery at Midhurst.....	500		
Maintenance of roadside picnic places.....	18		
(These are placed at side of road). Added this year.....	1		

CLASS OF WORK	Total No.	Tons	Miles
Maintenance of tables and benches in roadside places..... (If only one to a place should be the same as number of picnic places).	44		
Maintenance of tables and benches in off-road parks.....	48		
Added this year.....	8		
Maintenance of off-road areas..... (Acres)	39,611		
Maintenance of snow hedges planted to-date..... (Not including added this year).			10
Snow hedges added this year.....			0.5
Routine maintenance on King's Highways.....			359
Routine maintenance on secondary roads.....			293
Routine maintenance on development roads.....			2
Development roads built.....			8
Maintenance of scale houses.....	3		

DIVISION No. 16—COCHRANE

Construction

Reconstruction of Highway No. 11, west of Cochrane, was started with the letting of Contract No. 54-23. The greatest difficulty encountered was completing the fill across Sirois Lake. This section, a little over 400 feet long, took over 110,000 cubic yards to complete. Toe blasting was used to make sure that none of the 20 odd feet of muskeg underlying the water, was trapped under the fill. After fill was completed by end dumping and material being bulldozed into place, the section was well drilled. Very little muck was found to be under the fill.

Extremely wet weather made construction difficult, especially in muskeg sections and in maintaining traffic through the jobs.

Program of replacing native timber culverts with creosoted timber and concrete culverts between Longlac easterly to Hearst was continued with a total of 62 miles out of first 82 miles completed.

Preparation of grade for paving granular base was completed for 31 miles in program of paving Longlac east to Hearst.

Maintenance

All King's Highways were snow plowed, also all secondary roads except No. 41 — Nellie Lake to Iroquois Falls — which had not been plowed in previous years. More snow plow trucks were available in the Division and were found to be faster than graders in covering the road, but graders were also used in conjunction with the trucks to push banks and using serrated blades on the snow-packed roads.

As in previous years, salt was more effective in the early and late winter on paved roads, than during the colder season.

This was the first winter the teletype had been used in the Cochrane Division, and was found very useful in transmitting and receiving messages, not only for winter information, but for general routine messages.

Grading and Culverts

Highway No.	Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. this Year
11 — Smooth Rock Falls to Strickland.....	11.55	1952	8	3.4
11 — Cochrane to 6 miles west.....	6	1954	....	5.9
TOTAL.....				9.3



Municipal Road, showing curb and gutter construction with grading of Third Avenue in Town of Cochrane, looking south.

Granular Base Laid on New Grading

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year	Tons Placed this Year
11 — Smooth Rock Falls to Strickland.	11.55	1952	8	3.55	19,000
Cochrane to 6 miles west.....	6	1954	.....	6	36,000
TOTALS.....				9.55	55,000

Granular Base Laid Where No Grading Was Done

11 — Longlac east 0-8 miles.....	8	1954	.....	8	96,400
11 — Longlac east 8-16 miles.....	8	1954	.....	8	115,300
11 — D.H.O. Asphalt Plant Longlac east 16-31 miles.....	15	1954	.....	15.9	269,540
11 — Longlac east 25-31 miles.....	6	1954	.....	6	17,600
11 — Longlac east 31-34 miles.....	3	1954	.....	3	23,390
11 — Longlac east 34-41 miles.....	7	1954	.....	7	17,890
11 — Longlac east 41-51 miles.....	10	1954	.....	6	12,350
11 — Longlac east 65-82 miles.....	17	1954	.....	17	21,870
TOTALS.....				70.9	574,340

Gravelling Contracts Not Including Granular Base

11 — Cochrane to Nellie Lake.....	27	1954	N.A.	.....	.....
11 — 6 miles west of Cochrane to 9 miles east of Smooth Rock Falls.....	26.6	1954	N.A.	26.6	11,600
11 — Opatatika to 2 miles east of Mattice.....	18	1954	N.A.	18	12,800

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year	Tons Placed this Year
11 — Kabina to Mattice.....	40	1954	N.A.	.....	.....
11 — Nagagami to Pagwa.....	30	1955	N.A.	.....	.....
11 — Smooth Rock to Strickland.....	11.55	1952	8	3.4	2,460
11 — Cochrane to 6 miles west.....	6	1954	.....	6	19,320
11 — Longlac east 25-31 miles.....	6	1954	.....	6	1,010
11 — Longlac east 31-34 miles.....	13	1954	.....	13	1,150
11 — Longlac east 34-41 miles.....	7	1954	.....	7	2,620
11 — Longlac east 41-51 miles.....	10	1954	.....	6	1,110
Secondary Road —					
46, 48 — Lac St. Therese to Coppell.....	27	1954	N.A.	27	15,000
TOTALS.....				140	67,120

Bituminous Pavement Built

11 — Longlac to Hearst.....	133	1954	5.5	9,430
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Bituminous Cold Mix Surface (Road Mix Mulch)

Highway No.	Tons Placed this Year
11 — Cochrane to Porquis Junction.....	1,980
11 — Strickland to Kapuskasing.....	600
11 — Kapuskasing to Pagwa.....	225
TOTAL.....	2,805

Crushed Gravel and Stone on Roads by Department Forces

Highway No.	Tons on Road
11 — Cochrane to Longlac.....	64,000
11 — Cochrane to Longlac.....	7,000
Secondary Roads —	
41 — Patrol — Nellie Lake to Iroquois Falls.....	300
43 — Patrol — Cochrane to Norembega.....	7,500
44 — Patrol — Cochrane to Gardiner.....	1,100
46 — Patrol — Hearst to Lac Ste. Therese.....	900
48 — Patrol — Hearst to Meade.....	3,800
TOTAL.....	84,600

Totals of Other Work Done on Division No. 16

CLASS OF WORK	Total No.	Tons	Miles
Calcium dust layer on gravel surfaces.....	.....	1,999	325.5
Calcium for de-icing roads.....	.....	1	.....
Salt used for de-icing roads.....	.....	1,174	.....
Right-of-way fences erected.....	.....	6	.....
Snow fences erected, dismantled and stored.....	.....	.....	44.8
Sand for winter maintenance (tons not cu. yds.).....	.....	11,370	.....
Roads snow-ploughed and kept open.....	.....	.....	434.9
Equipment storage houses erected.....	8	.....	.....
Shrubs received from nurseries.....	7	.....	.....
Maintenance of roadside picnic places.....	10	.....	.....
(These are placed at side of road).			
Maintenance of tables and benches in roadside places.....	15	.....	.....
(If only one to a place should be the same as number of picnic places).			
Maintenance of tables and benches in off-road parks.....	29	.....	.....
Maintenance of off-road areas..... (Acres)	12	.....	.....
Routine maintenance on King's Highways.....	.....	.....	316.5
Routine maintenance on secondary roads.....	.....	.....	77.5
Maintenance of scale houses.....	1	.....	.....

DIVISION No. 17—SUDBURY**Construction**

Grading and Granular Base was completed on T.C.H. No. 69 from French River to Sudbury, including mulch pavement from the Long Lake Road for 2 miles to south limits of Sudbury. Also granular base and hot mix pavement on old Highway No. 69 from Four Corners to Sudbury, a distance of 2.2 miles.

Granular Base and Hot Mix pavement was completed from Copper Cliff west for 2 miles on section of old Highway No. 17, and Hot Mix paving from 2 miles west of Copper Cliff to Vermilion River on T.C.H. No. 17, a distance of 10 miles.

Work started on Copper Cliff Overhead, C.P.R.

Granular Base 90% complete from Little Current to West Bay, 12.5 miles and from Kagawong to Gore Bay, 8.6 miles.

Maintenance

Night patrols for Winter Maintenance were in operation on all roads with the exception of Manitoulin Island with 24-hour coverage on main highways and important mining roads. A night staff was on duty in the Sudbury Garage to speed up repairs on equipment.

Seven new 3-ton patrol trucks and 3 new $\frac{1}{2}$ -tons were received this year as replacements for older equipment.



Highway 11. Grading operation nine miles west of Strickland, Cochrane Division.

Grading and Culverts

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year
69 — T.C.H. — Sudbury south 2 miles.....	2.0	1951	.....	2.0
69 — T.C.H. — Estaire north 8.5 miles.....	8.5	1953	.....	8.5
69 — T.C.H. — 5 corners south to 8.5 miles north of Estaire to 5 miles south of Sudbury.....	7.2	1953	.....	7.2
TOTAL				17.7

Granular Base Laid on New Grading

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year	Tons Placed this Year
69 — T.C.H. — Mile 16 to mile 24.5 north of French River.....	8.9	1953	.....	8.9	63,025
69 — T.C.H. — Sudbury south 2 miles.....	2.0	1951	.....	2.0	105,656
69 — T.C.H. — Estaire north 8.5 miles.....	8.5	1953	.....	8.5	65,106
69 — T.C.H. — 5o corners south to Cont. No. 53-39.....	7.2	1953	.....	7.2	304,485
69 — T.C.H. — French River northerly.....	16	1954	.....	16	410,692
TOTALS				42.6	948,964

Granular Base Laid Where No Grading Was Done

17 — Copper Cliff west.....	2	1954	.....	2	17,063
69 — Sudbury south to Five Corners... Secondary Roads —	2.2	1954	.....	2.2	11,969
Gore Bay Rd. to Little Current westerly.....	12.2	1954	.....	12.2	150,008
Gore Bay Rd. to Gore Bay easterly.....	8.6	1954	.....	8.6	105,000
TOTALS.....				25.0	284,040

Gravelling Contracts Not Including Granular Base

69 — T.C.H. — Sudbury south.....	2.0	1951	.....	2.0	3,000
69 — T.C.H. — Estaire north 8.5 miles.....	8.5	1953	.....	8.5	30,000
69 — T.C.H. — 5 Corners south to Cont. 53-59.....	7.2	1953	.....	7.2	25,000
69 — T.C.H. — French River northerly.....	16	1954	.....	16	20,000
17 — Copper Cliff west.....	2	1954	.....	2	2,000
59 — Sudbury south.....	2.2	1954	.....	2.2	2,000
69 — T.C.H. — Mile 16 to mile 24.9 north of French River.....	8.9	1954	.....	8.9	28,052
Secondary Roads —					
Gore Bay Rd., L. Current westerly.....	12.2	1954	.....	1	38,000
Gore Bay Rd., Gore Bay easterly.....	8.6	1954	.....	.....	1,000
Levack Rd., Azilda to Larchwood.....	9.6	1954	.....	.....	20,000
Bailey Cross Cut, Hanmer to Radar Station.....	4.7	1954	.....	.....	10,000
Old Hwy. No. 17 and Penage, Whitefish to Nairn and Penage.....	23	1954	.....	.....	20,000
Gore Bay to West Bay via Mindemoya.....	54	1954	.....	.....	20,000
Development Roads —					
198 — Val Caron to Chelmsford.....	11	1953	.....	11	2,500
TOTALS				58.8	221,552

Bridges Built

Highway No.	Type	Compl. this Year
17 — T.C.H. — Lot 8, Con. IV Waters Twp., Moxam's Creek.....	Pile and beam, concrete and hot mix floor	Finalled Aug. 9/54

Bituminous Pavement Built

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year	Tons Placed this Year
17 — T.C.H. — Copper Cliff west to Vermilion River.....	10	1954	.....	10	24,490
(Old Hwy. No. 17) Copper Cliff to intersection of new highway....	2	1954	.....	2	2,972
(Old Hwy. No. 69) Sudbury to intersection of new highway....	2.2	1954	.....	2.2	3,400
TOTALS.....				14.2	30,862

Bituminous Cold Mix Surface (Road Mix Mulch)

Highway No.	Miles Compl. this Year	Tons Placed this Year
69 — T.C.H. — Sudbury south 2 miles to Five Corners.....	2	3,600
Secondary Roads —		
Levack Rd., Azilda to Larchwood.....	10	17,000
Bailey Cross Cut, Hanmer to Bailey's Corners.....	7	11,900
TOTALS.....	19	32,500

Bituminous Surface Treatment

Highway No.	Miles Com-pleted this Year	Gals. Bit. Used this Year	Tons Chips Used this Year
17 — Nairn to McKerrow.....	3.5	11,400	460
Secondary Roads —			
Levack Rd., Sudbury to Murray Mine.....	3.5	10,300	560
Little Current, South Baymouth Rd. to Sheguiandah....	5	15,000	700
TOTALS.....	12	36,700	1,720

Bituminous Prime on Gravel Surfaces

Highway No.	Miles Com-pleted this Year	Gals. Bit. Used this Year	Tons Cover Used this Year
68 — Espanola to Lewis Lake.....	23	65,721	1,072
Secondary Roads —			
Bailey Cross Cut, Hanmer to Falconbridge.....	11	24,690	335
Penage Rd., Whitefish to Penage Lake.....	9	22,072	390
Levack Rd., Azilda to Windy Lake and Levack.....	25	73,592	1,215
Manitoulin Island			
Sheguiandah to South Baymouth.....	38	190,658	2,981
West Bay to Tehkummah.....	18		
Mindemoya to Providence Bay and Spring Bay.....	14		
TOTALS.....	138	376,733	5,993

Crushed Gravel and Stone on Roads by Department Forces

Highway No.	Tons on Road
17 — Sudbury to Hagar.....	750
68 — Espanola to Little Current.....	8,000
69 — Sudbury to Estaire.....	750

Highway No.	Tons on Road
Secondary Roads —	
Levack Rd., Sudbury to Levack and Cartier.....	4,500
Skead Road, Garson to Skead.....	2,000
Wanup-Wanapitei, Wanup to Wanapitei.....	4,500
Penage Rd., Whitefish to Penage.....	900
Creighton Rd., Hwy. No. 17 to Creighton.....	300
Milnet Rd., Capreol to Milnet.....	750
Manitoulin Island Roads —	
Little Current to South Baymouth.....	9,000
South Baymouth to Providence Bay Junction.....	6,000
Little Current to Gore Bay.....	1,000
Providence Bay to Gore Bay.....	2,000
Gore Bay to Meldrum Bay.....	9,000
Gore Bay to Barrie Island.....	1,000
TOTAL.....	50,450

Totals of Other Work Done on Division No. 17

CLASS OF WORK	Total No.	Tons	Miles
Calcium dust layer on gravel surfaces.....	.....	840	237.3
Salt used for de-icing roads.....	.....	4,007	.....
Right-of-way fences erected.....	.....	.....	25.72
Snow fences erected, dismantled and stored.....	.....	.....	68.4
Sand for winter maintenance (tons not cu. yds.).....	.....	20,800	.....
Roads snow-ploughed and kept open.....	.....	.....	679.53
Equipment storage houses erected.....	8	.....	.....
Maintenance of roadside picnic places..... (These are placed at side of road).	5	.....	.....
Maintenance of tables and benches in roadside places..... (If only one to a place should be the same as number of picnic places).	19	.....	.....
Maintenance of tables and benches in off-road parks.....	78	.....	.....
Maintenance of off-road areas (3 parks)..... (Acres)	327.2	.....	.....
Routine maintenance on King's Highways.....	.....	.....	188.4
Routine maintenance on secondary roads.....	.....	.....	341.1
Development roads built (1 section).....	.....	.....	3
Maintenance of scale houses.....	2	.....	.....

DIVISION No. 18—BLIND RIVER

Construction

The only unusual construction item that occurred was the placing of wing walls at the ends of all timber culverts on Contract 54-137 (Agawa R. South).

This was done to prevent possible scour.

The wing walls were built by driving 3' x 8' x 16' planks to a depth of 10 feet (or to refusal) and trimming the tops level with the tops of the culvert. These walls extended for 8 feet on either side of the culvert and were placed at both the up-stream and down-stream ends.

No difficulties were encountered.

Maintenance

New patching machine purchased and used for first time this year. Found excellent for early spring patching on pavement.

Salt storage building erected at Bruce Mines.

General routine maintenance maintained both summer and winter on all King's Highways and secondary roads.



Highway 69, T.C. Drilling, preparatory to blasting in rock cut construction near Sudbury.



Highway 69, T.C. Same location as above, with rock cut near completion.

Grading and Culverts

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year
17 — Montreal River to north for 10 miles.....	10	1953	2	8
17 — Agawa River to south for 3.1 miles.....	3.1	1954	....	1
TOTAL.....				9

Granular Base Laid on New Grading

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year	Tons Placed this Year
17 — Montreal River to north for 10 miles.....	10	1953	1	9	90,000

Gravelling Contracts Not Including Granular Base

17 — Montreal River to north for 10 miles.....	10	1953	....	10	80,000
Secondary Road — Island Lake to Searchmont.....	....	1954	....	....	20,000
TOTAL.....					100,000

Bridges Built

Highway No.	Type	Compl. this Year
Secondary Road — St. Joseph's Island.....	Rigid frame, concrete and steel	1

Bituminous Cold Mix Surface (Road Mix Mulch)

Highway No.	Miles Compl. this Year
St. Joseph's Island to Ferry.....	2
Thessalon 9 miles north to 31 miles north.....	22
TOTAL.....	24

Bituminous Surface Treatment

Highway No.	Miles Com-pleted this Year	Gals. Bit. Used this Year	Tons Chips Used this Year, $\frac{5}{8}$ " Crushed
Secondary Roads — Thessalon to 9 miles north.....	9	22,500	900
Hwy. No. 17 to St. Joseph's Island Ferry.....	2	5,000	200
TOTALS.....	11	27,500	1,100

Bituminous Prime on Gravel Surfaces

Highway No.	Miles Com-pleted this Year	Gals. Bit. Used this Year	Tons Cover Used this Year
Secondary Roads — Thessalon 9 miles north to 31 miles north.....	22	55,000	2,600
St. Joseph's Island to Ferry.....	2	5,000	240
TOTALS.....	24	60,000	2,840



Highway 17. Heavy rock cut and grading north of Montreal River.

Crushed Gravel and Stone on Roads by Department Forces

Highway No.	Tons on Road
17 — East boundary to Montreal River.....	17,000
Thessalon, Chap. Hwy.....	13,000
Secondary Roads —	
Sauble River Rd. to Massey north.....	3,000
Matinenda Lake Rd. to Blind River north.....	6,000
Duborne Rd. to Matinenda Rd. north.....	2,000
White River Rd. to Iron Bridge west.....	3,000
Parkinson River to White River Rd. west.....	3,000
Development Roads —	
Thessalon, Chapleau Rd., Thessalon to Thessalon Chapleau Hwy.....	17,000
Dunn V. Rd. to Bruce Mines north.....	6,000
St. Joseph's Island Roads.....	4,000
Searchmont Rd., Island Lake to Wabos.....	3,000
White Birches Rd. to Goulais P.O. west.....	2,000
Batchawana Village Rd., Hwy. No. 17 to Batchawana Village.....	1,000
TOTAL.....	80,000

Totals of Other Work Done on Division No. 18

CLASS OF WORK	Total No.	Tons	Miles
Calcium dust layer on gravel surfaces.....	240	.....
Salt used for de-icing roads.....	1,580	.....
Snow fences erected, dismantled and stored.....	44
Sand for winter maintenance (tons not cu. yds.).....	8,000	.....
Roads snow-ploughed and kept open.....	590

CLASS OF WORK	Total No.	Tons	Miles
Equipment storage houses erected.....	9	.....	.....
Maintenance of roadside picnic places..... (These are placed at side of road).	14	.....	.....
Maintenance of tables and benches in roadside places..... (If only one to a place should be the same as number of picnic places).	36	.....	.....
Maintenance of tables and benches in off-road parks.....	33	.....	.....
Maintenance of off-road areas.....(Acres)	162	.....	.....
Routine maintenance on King's Highways.....	.....	.....	269
Routine maintenance on secondary roads.....	.....	.....	390

DIVISION No. 19—FORT WILLIAM

Construction

The Atikokan Highway contracts were completed this year and a wearing course of crushed gravel was applied.

Further progress was made in the reconstruction of Highway No. 17 west of the Lakehead to Trans-Canada Standards with the near grading completion of the section from Sistonen Corners west to the Oskondage River, and the completion and opening to traffic of the Sunshine Creek Bridge in early November.

Maintenance

A teletype was installed in the Division office this year and has been used extensively, both for winter road reports and for general business communication to Head Office, and to other division offices. This has speeded up operations considerably and increased the general efficiency of division work. The shorter patrol system which was put into effect last year has proven very successful, which was borne out particularly during the past winter when roads generally were kept in very good condition.

Grading and Culverts

Highway No.	Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. this Year
17 — T.C.H. — Sistonen Corners to Finmark.....	6	1953	1	4.5
17 — T.C.H. — Finmark to 7 miles east.....	7	1954	....	5
TOTALS.....			1	9.5

Granular Base Laid on New Grading

Highway No.	Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. this Year	Tons Placed this Year
17 — T.C.H. — Sistonen Corners to Finmark.....	6	1953	1.0	4.5	301,500
17 — T.C.H. — Finmark to Shabaqua Corners (Jct. Hwy. No. 120)....	6.8	1954	....	5.0	2,560
TOTALS.....				9.5	304,060

Granular Base Laid Where No Grading Was Done

17 — Port Arthur to 3.5 miles east.....	3.5	1954	3.5	30,000
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Highway 17, T.C. Grading operations under way after heavy rock cut construction in Fort William Division, east of Marathon.

Gravelling Contracts Not Including Granular Base

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year	Tons Placed this Year
Secondary Roads — Scoble Road — Silver Mt. Rd. to Moose Hill (Highway No. 61).....	16.8	1954	—	16.8	19,952

Bridges Built

Highway No.	Type	Compl. this Year
17 — T.C.H. — Sunshine Creek.....	Reinforced concrete rigid frame	1
Development Roads — Flint Bridge.....	Creosoted wood truss.	1
TOTALS.....		2

Bituminous Resurfacing Old Pavements

Highway No.	Miles Compl. this Year	Tons Placed this Year
17 — Port Arthur City Limits to 3.5 miles east.....	3.5	8,254
17A — Port Arthur City Limits to 6 miles west.....	1.2	3,310
TOTALS.....	4.7	11,564

Bituminous Prime on Gravel Surfaces

Highway No.	Miles Completed this Year	Gals. Bit. Used this Year	Tons Cover Used this Year
17 — Steele R. to Terrace Bay.....	18	.....	.....
17 — Red Rock to Ouimet.....	23	.....	.....
17 — Hurkett Loop.....	4.5	.....	.....
17 — Finmark to Poland.....	33	.....	.....
17 — Mokomon to Jct. 17 and 17A.....	5	.....	.....
17A — Jct. 17 and 17A to east 15 miles.....	15	.....	.....
120 — Jct. 17 and 120 to 3 miles west.....	3	.....	.....
Secondary Roads —			
Dog Lake Rd.....	12	.....	.....
Marks Rd.....	15.5	.....	.....
Oliver Rd., Murillo to Hwy. No. 17.....	6.0	.....	.....
TOTALS.....	135.0	370,229	13,004

Crushed Gravel and Stone on Roads by Department Forces

Highway No.	Tons on Road
11 — Nipigon to Longlac.....	3,198
17 — Nipigon to Marathon.....	21,585
17 — Port Arthur to Nipigon.....	822
17 — Fort William to English River.....	3,279
17A — Port Arthur to Jct. of Hwy. No. 17 and 17A.....	3,267
120 — Jct. Hwy. No. 17 and 120 to Atikokan.....	91,383
Secondary Roads —	
Silver Islet Rd., Hwy. No. 17, for 25 miles south.....	2,784
Dog Lake Rd., Hwy. No. 17A, for 23 miles north.....	700
Others.....	.....
TOTALS.....	128,068

Totals of Other Work Done on Division No. 19

CLASS OF WORK	Total No.	Tons	Miles
Calcium dust layer on gravel surfaces.....	.....	777	265
Calcium for de-icing roads.....	.....	226	.....
Salt used for de-icing roads.....	.....	2,922	.....
Right-of-way fences erected.....	.....	.....	9.5
Snow fences erected, dismantled and stored.....	.....	.....	55.8
Sand for winter maintenance (tons not cu. yds.).....	.....	11,120	.....
Roads snow-ploughed and kept open.....	.....	.....	925.9
Equipment storage houses erected.....	3	.....	.....
Added this year.....	6	.....	.....
Maintenance of roadside picnic places.....	16	.....	.....
(These are placed at side of road.)			
Maintenance of tables and benches in roadside places.....	142	.....	.....
(If only one to a place should be the same as number of picnic places.)			
Maintenance of tables and benches in off-road parks.....	204	.....	.....
Maintenance of off-road areas..... (Acres)	230	.....	.....
Maintenance of snow hedges planted to-date.....	.....	.....	5.3
(Not including added this year.)			
Snow hedges added this year.....	.....	.....	3.7
Routine Maintenance on King's Highways.....	.....	.....	594.9
Routine maintenance on secondary roads.....	.....	.....	331
Development roads built.....	.....	.....	42.9
Mining roads built (by Department).....	.....	.....	80
Maintenance of scale houses.....	1	.....	.....



Highway 70. Zone striping in area near Rushing River Roadside Park, very popular free camping site for tourists.



Highway 17, T.C. Paving and shouldering two miles east of Dymont.

DIVISION No. 20—KENORA**Maintenance**

On Surface Treatment work, local rock crushed to $\frac{3}{8}$ " was used. Some loss was encountered, indicating that chips should be washed before applying.

Grading and Culverts

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year
71 — Pinewood revision — 3 miles west of Stratton to Pinewood.....	5	1953	3.5	1.5
17 — Oxdrift westerly 6.5 miles.....	6.5	1954	....	....
71 — Barwick westerly 6.5 miles.....	6.5	1954	....	....
Secondary Roads —				
48 — Border Mill Road east of Fort Frances.....	1.1	1954	....	1.1
Development Roads —				
263 — Township Road, Jaffray-Mellick Mun., from Secondary Road No. 57 north westerly.....	3.5	1954	....	3.5
146 — Township Road, Emo. Mun., across Lots 3 to 12 inclusive, between Con's. II-III, Carpenter Twp.....	5.0	1951	4.0	1.0
TOTALS.....				7.1

Granular Base Laid on New Grading

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year	Tons Placed this Year
71 — 3 miles west of Stratton to Pinewood.....	5	1953	4.5	.5	45,000
71 — Barwick westerly 6.5 miles.....	6.5	1954	.....	3.5	12,000
Secondary Road —					
48 — Border Mill Road.....	1.1	1954	.....	1.1	49,000
TOTALS.....				5.1	106,000

Granular Base Laid Where No Grading Was Done

105 — Ear Falls, 3 miles north.....	4	.....	.....	4	20,000
Cedar Lake, north and south.....	.2	.....	.....	.2	5,000
17 — 7 miles East Dymont to Raleigh Falls.....	26	.....	.....	26	5,000
Secondary Roads —					
Madsen Rd., Red Lake, to Starrat Olsen Mine.....	8	.....	.....	8	10,000
Quibell Rd., Clay Lake, to Quibell.....	7	.....	.....	7	6,000
50 — Rice Lake, Loop Jct. 17 to 3 miles north.....	3	.....	.....	3	12,500
51 — Richan Rd. (stockpiled where required).....	.....	.....	.....	.....	5,250
49 — Dymont Rd., Dymont, to 1 mile east.....	.....	.....	.....	.....	1,650
47 — Rainy River, Blackhawk Rd., Rainy River, 25 miles north to Clearwater Lake.....	25	.....	.....	25	6,880
Berglund to Pinewood Rd.....	4.5	.....	.....	4.5	285
70 — to Clearwater Lake.....	13	.....	.....	13	4,965
46 — Sleeman Morson Rd., Sleeman to Berglund.....	17	.....	.....	17	3,024
Berglund to Morson.....	16	.....	.....	16	1,942
45 — Arbor Vitae Rd., 9 miles north Hwy. No. 71 to 15 miles north.....	6	.....	.....	6	5,168
44 — Stratton Rd., where required.....	14.5	.....	.....	14.5	60

Highway No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year	Tons Placed this Year
42 — Devlin Rd., 2½ miles south Devlin to 4 miles south.....	1.5	.....	.....	1.5	2,550
48 — River and Border Mill 1 mile east Emo to 2 miles east.....	.....	.....	.....	.....	1,500
In sections where required.....	1	.....	.....	1	1,523
41 — Twp. of Miscampbell.....	6	.....	.....	6	600
TOTALS.....				149.1	93,897

Crushed Graveling Contracts Not Including Granular Base

70 — South Narrow Lake to Emo.....	65	1953	5,000 tons	not apply	5,001
		1953	.....	not apply	7,423
17 — 3 miles east of Borups Corners to 10 miles west of Ignace.....	24	1954	.....	24	20,003
17 — Longbow Corners to Oxdrift.....	68	1954	.....	68	25,006
105 — Red Lake to 20 miles south.....	20	1954	.....	20	20,003
TOTALS.....				112	77,436

Bituminous Cold Mix Surface (Road Mix Mulch)

Highway No.	Miles Compl. this Year	Tons Placed this Year
Nestor Falls, north and south.....	1.5	2,400

Bituminous Resurfacing Old Pavements

17 — T.C.H. — Kenora easterly 11 miles, westerly 6 miles.....	17	16,967
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Bituminous Surface Treatment

Highway No.	Miles Completed this Year	Gals. Bit. Used this Year	Tons Chips Used this Year
71 — Jct. of Hwys. No. 70 and 71 to 5 miles south Sioux Narrows.....	63	216,028	7,543.30

Bituminous Prime on Gravel Surfaces

Highway No.	Miles Completed this Year	Gals. Bit. Used this Year	Tons Cover Used this Year
7 — George Lake to Vermilion Bay.....	20	75,410	2,187
105 — Jct. Hwys. No. 105 and No. 17 to 8 miles north.....	8	25,600	872
17 — Borups Corners to 7 miles east.....	7	22,400	759
17 — Waldhof Corners to 6.5 miles west of Oxdrift.....	7	22,200	763
TOTALS.....	42	145,610	4,581

Crushed Gravel and Stone on Roads by Department Forces

	Tons on Road
105 — Crushed gravel, Ear Falls, Pakwash.....	13,000
Crushed gravel, where required, frost boils, shoulders, etc.....	10,000
17 — Crushed gravel, George Lake to Vermilion Bay.....	19,000
Crushed gravel, Borup's Corners to Raleigh Falls.....	1,350
Crushed gravel, where required, shoulders.....	6,000
72 — Crushed gravel, Jct. Hwy. No. 17 to Patricia Corners.....	14,000
116 — Crushed gravel, where required.....	2,000

	Tons on Road
71 — Crushed gravel, where required.....	2,100
70 — Crushed gravel, where required, shoulders.....	1,140
Secondary Roads —	
55 — Red Lake Airport Road, where required.....	2,000
Madsen Road, Red Lake to Madsen Mine.....	3,500
57 — Reddit Road, where required.....	4,000
58 — Pellatt Loop, where required.....	900
52 — Eton Rugby Rd., where required.....	265
53 — South Aubrey Road, where required.....	380
47 — Rainy River to Black Hawk Road, where required.....	4,517
46 — Sleeman to Morson Road, where required.....	9,296
45 — Arbor Vitae Road, where required.....	3,396
44 — Stratton Road, where required.....	735
48 — River Road, where required.....	423
42 — Devlin Road, where required.....	2,520
41 — Crozier Road, where required.....	924
TOTALS	101,446

Totals of Other Work Done on Division No. 20

CLASS OF WORK	Total No.	Tons	Miles
Calcium dust layer on gravel surfaces.....	1,720	531.0	
Calcium for de-icing roads.....	7		
Salt used for de-icing roads.....	2,470		
Right-of-way fences erected.....		7.8	
Snow fences erected, dismantled and stored.....		102	
Sand for winter maintenance (tons not cu. yds.).....	34,229		
Roads snow-ploughed and kept open.....		1,466.2	
Equipment storage houses erected.....	17		
Maintenance of roadside picnic places..... (These are placed at side of road.)	12		
Maintenance of tables and benches in roadside places..... (If only one to a place should be the same as number of picnic places.)	61		
Add this year.....	5		
Maintenance of tables and benches in off-road parks.....	95		
Added this year.....	4		
Maintenance of off-road areas..... (Acres)	565.73		
Maintenance of snow hedges planted to-date..... (Not including added this year.)			5.01
Routine maintenance on King's Highways.....			541.5
Routine maintenance on secondary roads.....			358.7
Development roads built.....			4.5
Maintenance of scale houses.....	4		

PLANNING BRANCH

Director of Planning, W. J. FULTON

LOCATION SURVEYS SECTION

Aerial Study Plans

LOCATION	Area in Sq. Miles	Projected Location	Contours Sq. Miles
Study Plans — Scale 1" = 1,320'			
Kaladar to Eganville.....	612	.....	.....
Madoc to Maynooth.....	555	.....	.....
Hwy. No. 48 from Hwy. No. 401 to Sutton West....	227	.....	.....
Mattawa to Timiskaming.....	313	104	.....
Sioux Lookout to Savant Lake.....	570	70	.....
Hornepayne to Hwy. No. 11, East and West Plans	912	66	.....
Spragge Northerly to Algom Mine (Quirke Lake)....	228	30	.....
Minden to Dwight.....	385	58	7
Atikokan to Fort Frances.....	1,020	110	.....
Foleyet to Warren Lake.....	313	12	.....
Geraldton to Nakina.....	370	33	.....
TOTAL FOR ALL PLANS (Scale 1" = 1,320').....	5,504	483	7
Study Plans — Scale 1" = 600'			
Cavers to Rosspoint.....	.....	.....	6
Smooth Rock Falls.....	10	5	7
Huntsville Area.....	34	.....	7
TOTAL AREA FOR ALL PLANS (1" = 600').....	44	5	20
Study Plans — Scale 1" = 400'			
Cobourg to Trenton (Haldimand Twp.).....	33	.....	.....
Brockville to Cornwall (Osnabrock Twp.).....	25	.....	.....
Edwardsburg and Matilda Twps.....	14	.....	2
Freeman to Burlington Bay.....	5	.....	.....
Peterborough to Lindsay.....	.....	5	.....
Brockville Area.....	.....	4	1
Orillia Area.....	.....	.....	2
TOTAL AREA FOR ALL PLANS (1" = 400').....	77	9	5
Miscellaneous Locations.....	.....	171	.....
GRAND TOTAL FOR ALL PLANS.....	5,626	668	32

In addition to the above:

250 miles of school sections and 250 miles of rural mail routes were plotted to the scale 1" = 1 mile from Newcastle to the Quebec Border; and 130 miles of school sections and 95 miles of rural mail routes were plotted to the scale 1" = 1 mile from Toronto to Windsor.



Bridge Construction featured on Trans-Canada Highway.



Lower foreground shows traffic interchange connecting the Queen Elizabeth Way, west of Toronto, with Highway 27 which, as four-lane highway to junction with Highway 401, is western end of the Toronto By-pass.

Plans Completed During Fiscal Year 1954-1955

The detailed work involved in the preparation of Intersection, Bridge Site and Board of Railway Commissioners Plans, formed a major portion of the past year's work.

- 60 Intersection Plans, mainly for cloverleaf design on Hwy. No. 401 between Toronto and Woodstock and Newcastle and Lancaster were completed.
- 95 Bridge Site Plans for proposed bridges were drawn. Here also they were mainly on Hwy. No. 401.
- 32 Board of Railway Commissioners plans were prepared.
- 240 Miscellaneous Plans and Charts were prepared during the year. These were mainly division maps and graphs completed from office records.
- 200 Miles of Preliminary Cross-section were taken on Hwy. No. 401. These sections are being used for preliminary engineering.

The preceding detailed work accounts for the drop in actual miles of Survey completed.

Plans were completed for 449 miles of surveys during the year and were classified as follows:

	Miles
Plans of existing highway 1" = 50'	38.83
Plans of existing highway 1" = 100'	96.07
Plans of revisions and proposed locations 1" = 100'	260.63
Cross-sections for preliminary engineering	200.51

	Miles
Intersection plans.....	60
Bridge site plans.....	95
Board of Railway Commissioners plans.....	32
Miscellaneous plans.....	240

TRANS-CANADA HIGHWAY

Plans of revisions and proposed locations 1" = 100'.....	47.55
Bridge site plans.....	5

A breakdown of the above is as follows:

Existing Highway Plans

SCALE 1" = 50'

	Miles
Highway 11 & 17 North Bay By-Pass.....	12.33
" 11 Gravenhurst By-Pass.....	3.00
" 18 Colchester S. Township.....	9.80
" 48 Hwy. No. 401 to Markham.....	8.70
" 53 Ancaster Township.....	5.00
TOTAL.....	38.83

Existing Highway Plans

SCALE 1" = 100'

	Miles
Highway 5 Highway No. 24 to Paris.....	4.30
" 7 Sarnia Township.....	6.90
" 9 Highway No. 104 to Arthur.....	13.77
" 11 Hunta westerly.....	14.50
" 11 Cochrane southerly.....	5.70
" 11 Gladman and McLaren Township.....	8.30
" 20 Saltfleet Township.....	7.60
" 48 Markham to Highway 12.....	21.00
" 56 Elfrida to Blackheath.....	8.10
County Road Pittsburg Township.....	5.90
TOTAL.....	96.07

Revisions and Proposed Locations

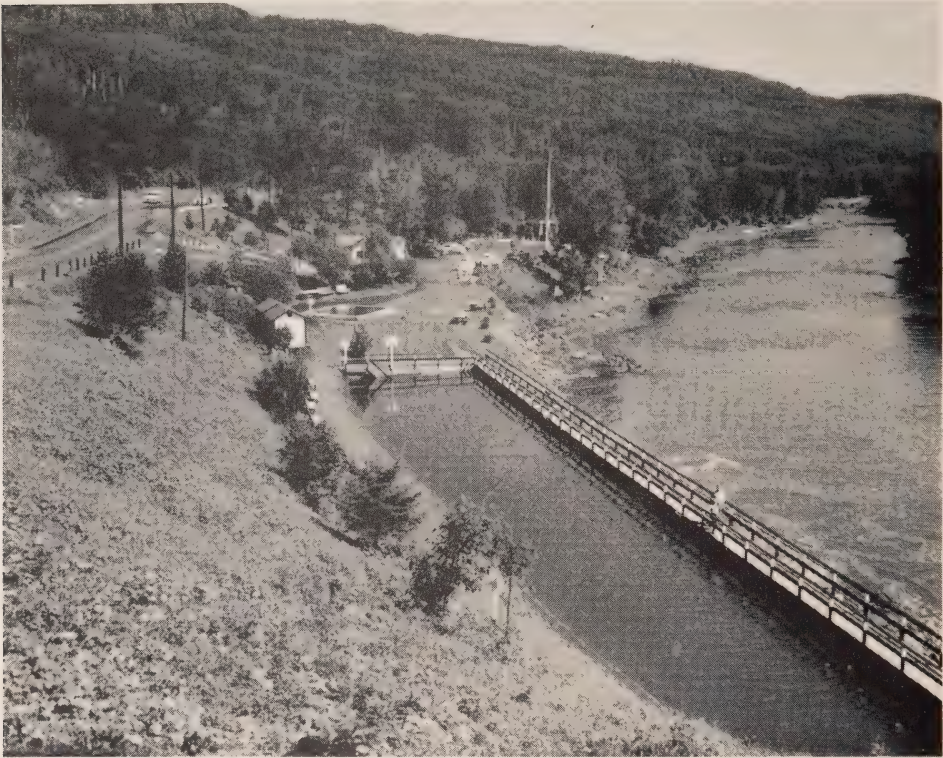
SCALE 1" = 100'

	Miles
Highway 6 Lindsay Township.....	12.60
" 6 Bell Creek Revn.....	1.00
" 6 Wolf Island Revn.....	0.50
" 6 Mount Hope By-Pass.....	1.40
" 11 Cochrane southerly.....	13.17
" 11 Cochrane westerly.....	2.40
" 19 Tillsonburg to Ingersoll.....	3.00
" 21 Forest to Hwy. No. 82.....	11.71
" 26 Town of Collingwood.....	0.50
" 35 Pontypool to Lindsay.....	26.66
" 47 Stouffville to Uxbridge.....	4.00
" 401 Toronto to Woodstock.....	81.60
" 49 Humber River Revn.....	0.50
" 401 Newcastle to Trenton.....	44.47
" 401 Belleville to Brockville.....	16.83
" 401 Brockville to Lancaster.....	35.89
County Road Baysville River Crossing.....	1.40
Hwy. No. 2 to Hwy. No. 401 Murray Twp. (Temporary).....	3.00
TOTAL.....	260.63

Trans-Canada Highway Revisions and Proposed Locations

SCALE 1" = 100'

	Miles
Highway 7 Lindsay to Peterborough.....	4.75
" 17 Ottawa to Green's Creek.....	6.00
" 12 South Orillia By-Pass.....	1.50
" 17 Chapeau to Hawk Junction.....	20.00
" 17 Hawk Junction to Wawa.....	15.30
TOTAL.....	47.55



Highway 61. Roadside Park at Middle Falls, Pigeon River, near Canada-United States Border separating Ontario and Minnesota. This beautiful Department of Highways roadside park is very popular with tourists.

Development Roads Proposed Locations

SCALE 1" = 100'

Dev. Road		Miles
Burwash to Killarney.....		6.00
TOTAL.....		6.00

CONTRACT CHECKING SECTION SUMMARY 1954

TYPE	No. CHECKED
Sanding Contracts.....	38
Granular Base and Crushed Gravel Contracts.....	64
Structure Contracts.....	41
Hot Mix Paving Contracts.....	49
Grading Contracts.....	58
Resurfacing — Surface Treatment	
Prime Dust Layer Contracts.....	56
Miscellaneous Contracts.....	25
TOTAL CURRENT CONTRACTS CHECKED.....	331

Number of contracts re-checked or final estimates prepared for investigation purposes — 5.

Pre-engineering estimates checked — 44.

Miscellaneous projects viz. preparation of new pre-engineering forms, weighing forms, etc., and the preparation of 1955 Junior Instrumentman Examination papers.

The following is the annual report for the East Block Blueprinting Room covering the 1954-55 fiscal year.

During this year 26,834 tracings were handled to make 87,904 prints of all types, making a total of 409,250 lineal feet run which produced 1,177,277 square feet of prints, this is an increase of 37% over the production for the previous year. These figures turned into miles and acres, show that we ran 77.5 miles of prints which would cover some 27.0 acres.

The latter half of the year we commenced to produce paper transparencies for the Road Design Section, this, together with a general increased demand for more white prints, due to the reorganization, accounts for the large increased production. The demand for prints became so heavy in the last three months of the year, we could not handle all the work and some 123,269 square feet of prints were made by commercial firms.

The following is the distribution summary, in square feet, of the prints produced, and % increase over the previous year: —

Location Surveys.....	638,800 —	35%
Title Surveys.....	205,609 —	33%
Bridge Office.....	132,014 —	25%
Road Design.....	75,186 —	100%
Public Relations.....	66,967 —	20%
Municipal Roads.....	3,070 —	20%
Property Office.....	12,026 —	25%
Miscellaneous.....	1,735 —	.....
		1,135,407
Department of Public Works.....	35,000	
Other Departments.....	6,870	
		41,870
		1,177,277 sq. ft.

CARTOGRAPHY

While the printing of the 1954 road map was in progress during the early part of the year, numerous inspection trips were made to ensure that all the revisions made on the bases would appear on the map and to ensure that the colours would be as desired.

Approximately seven months were spent in making all the bases for a completely new road map to be issued in 1955. These bases were as follows:

- (1) Four for Southern Ontario.
- (2) Four for Northern Ontario.
- (3) Twenty-seven bases for the twenty-nine cities.
- (4) Title plate for Southern Ontario.
- (5) Title plate for Northern Ontario.
- (6) Compass Rose
- (7) Pelee Island Insert.
- (8) Sign Panel.

All the names which were to appear on the new road map had to be listed according to classification, e.g. cities, towns, and villages, lakes and rivers, etc. These had to be set up by the type-setter and a proof furnished for checking.

Standards for road numbers, campsite symbol, tourist reception centre symbol, place marks, and strips for highways and secondary roads — paved



Channelization treatment at Junction of Highways 7 and 79, looking easterly along Highway 7.



Highway 11. This picture shows resurfacing, zone painting, and guard rails, near Marten River.

and improved — were made for the printer to use to make the “stick-on” duplicates.

Each area and the cities in that area were photographed from the bases and sent to the respective division engineer for checking.

A printer's index was made to incorporate the new places being shown on the road map for the first time, and to bring all the populations up to date from the Municipal Guide.

New mileage tables were calculated for the new highways.

During the first part of the year maps at a scale of 4 miles = 1 inch of York and Ontario, Prescott and Russell, and Lambton were printed from bases revised in 1953. Later in the year, bases were revised and maps were printed of the combinations Peterborough, Victoria, and Northumberland and Durham; Peel, Halton, Dufferin, Wellington and Waterloo. Towards the end of the year the bases for the combination Perth and Huron, and for the single county Haliburton were revised.

Wall maps with all highways, numbers, and names of municipalities, stripped on complete with title were made for the Chief Engineer (Northern and Southern Ontario); and at the end of the year a wall map of Southern Ontario of the coloured wash type was in process of being made for the Chief Maintenance Engineer. A wall map was coloured to show all divisions for both Northern and Southern Ontario. Highway maps coloured to show all divisions in Northern and Southern Ontario were made for the property office.

A member of the Map Section acted in an advisory capacity to the Display Section in bringing up to date the wall maps used in the Department of Highways exhibit at the Canadian National Exhibition. While the exhibition was open, the same member of the map section was one of the group who remained with the exhibit to answer any questions.

A map base was made of the area around the south shore of Lake Erie to be used, along with the new bases, to make a large wall map of Southern Ontario for use in the bus terminal at Niagara Falls.

From materials furnished by the Display Section, a map was made of Ontario in black and shades of gray for use in Public Relations Branch to show the effect of snow conditions on the highway system.

During two months in the summer work progressed on making new bases for a map of the southern portion of the district of Nipissing at a scale of 4 miles = 1 inch.

A copy of a map showing all contract numbers and their location on the Trans-Canada Highway in Northern Ontario was made for the Contract Checking Section.

Some work was done on the office copy of the Contract Book to bring it up to date.

Near the end of the year at the request of the Ontario Motor League, their road book was checked over and a number of revisions noted in it; also revisions were made on a copy of their road map.

From time to time as the opportunity offered itself, townships' names were added to the northern patrol maps.

After the bases for the new road map went to the printer, proof-reading was carried out from time to time of all printed matter which was to appear on the map. Five trips were made to London to check on corrections on the negatives of the road map and the cities.

Towards the end of the year work began on compiling mileage sheets of all the highways in the Province. These are to show the mileages of all important points, the type of pavement, the location of 30-mile zones and whether the highway is assumed, a highway route only, a 50% or 100% connecting link.

TRAFFIC SECTION

Highway Traffic Volumes

Ten ATR stations were operated for the period of May to October inclusive and ten PSI stations were operated for the entire year. The results of these counts were tabulated on an hourly and a daily basis on kardex files.

A traffic flow plan of the southern portion of the province was prepared for the year 1953.

During the summer of 1954, about 250 short count stations were counted three times, to give an indication of the monthly variation at these points.

A new system of counting was established in March, 1955. This is a sampling procedure, whereby 71 stations are counted five days each month and 142 stations are counted two days every second month. The results of this survey will show where new PSI's should be placed to get new traffic patterns and hence, increase the accuracy of our factoring methods. By 1956, it is hoped to have about 40 PSI's in operation.

The average increase in traffic volumes as shown by the permanent counters, was 10.2% over 1953.

Origin and Destination Surveys

Origin and Destination Surveys were conducted in Southampton, Fort William, Port Arthur to provide data for the Location Surveys Section. A special "post-card" survey was also conducted in cooperation with a Toronto race-track to assist in the planning of new facilities. Analysis of previous studies was continued in response to requests from the Design Engineer for data about the proposed Hwy. No. 401 and Hwy. No. 115.

Preparatory work was begun for an external Origin-Destination Survey of Metropolitan Toronto which was scheduled to be conducted during the summer of 1955.

Traffic Analysis Reports

Requests from municipalities for the installation of traffic signals, flashing signals and other improvements as well as requests for information from other branches of the Department, necessitated traffic studies at 118 locations. A traffic analysis report was submitted for each location studied.

(a) *Studies for Signal Installation Requests*

1. Queen Elizabeth Way and Hwy. No. 2 (West of Toronto)
2. Queen Elizabeth Way and Hwy. No. 122
3. Queen Elizabeth Way and Windermere Cut-off.
4. Queen Elizabeth Way and Old Beach Rd.
5. Hwy. No. 2 near Cornwall (Seaway Construction Rd.)
6. Hwy. No. 2 and Clarke Sideroad (London).
7. Hwy. No. 2 and Second and Thiel Sts. (London)
8. Hwy. No. 2 and Burdick St. (London)
9. Hwy. No. 2 and Spruce St. (London)

10. Hwy. No. 2 and First St. (London)
11. Hwy. No. 2 and Hale St. (London)
12. Hwy. No. 3 and East Jet. Hwy. No. 19 (Tillsonburg)
13. Hwy. No. 5 and Dixie Sideroad.
14. Hwy. No. 6 at MacDonald School (Guelph)
15. Hwy. No. 6 and Wellington St. (Mount Forest)
16. Hwy. No. 7 and Main St. (Markham)
17. Hwy. No. 7 and Hwy. No. 11 (Thornhill)
18. Hwy. No. 7 and Hwy. No. 50
19. Hwy. No. 7 and Hwy. No. 25 (Acton)
20. Hwy. No. 8 and Elizabeth St. (Grimsby)
21. Hwy. No. 9 at Mildmay
22. Hwy. No. 10 and Derry West Sideroad
23. Hwy. No. 11 and Steele's Ave. (Toronto)
24. Hwy. No. 11 at Thornhill Public School (Thornhill)
25. Hwy. No. 11 at Langstaff Public School (Thornhill)
26. Hwy. No. 12 at Victoria Harbour
27. Hwy. No. 16 and North Main St. (Kemptville)
28. Hwy. No. 17 at Petawawa
29. Hwy. No. 17 and King St. (Sturgeon Falls)
30. Hwy. No. 17 at Iron Bridge
31. Hwy. No. 20 at Dorchester Rd.
32. Hwy. No. 21 and Hwy. No. 81 (Grand Bend)
33. Hwy. No. 27 and Rexdale Rd.
34. Hwy. No. 27 and Hwy. No. 93 (Waverley)
35. Hwy. No. 39 at St. Theresa School (Windsor)
36. Hwy. No. 53 and Maple Ave. (Burford)
37. Trans-Canada Hwy. and Cameron St. (Cumberland)
38. North Bay By-Pass and Hwy. No. 11
39. North Bay By-Pass and Hwy. No. 63.

Of the above requests, 15 traffic signal installations and 5 flashing signal installations were recommended.

(b) Studies for Signing Improvement Requests

40. Queen Elizabeth Way and 9th Line (Trafalgar Twp.)
41. Queen Elizabeth Way and Beach Rd.
42. Queen Elizabeth Way and Windermere Cut-off
43. Queen Elizabeth Way at Dorchester Rd. Traffic Circle
44. Hwy. No. 2 and Hwy. No. 15 (Barriefield)
45. Hwy. No. 2 and Hwy. No. 30 (Brighton)
46. Hwy. No. 2 at Grafton
47. Hwy. No. 5 and 7th Line (Trafalgar Twp.)
48. Hwy. No. 5 and Cedar Springs Rd.
49. Hwy. No. 7 and Hwy. No. 30 (Havelock)
50. Hwy. No. 7 and Hwy. No. 35 (Lindsay)
51. Hwy. No. 8 at Cotton Mill Bridge (Dundas)
52. Hwy. No. 11 at Oak Ridges School
53. Hwy. No. 12 and Hwy. No. 27

54. Hwy. No. 28 and Millbrook Rd.

(c) *Studies for the Design Branch*

55. Queen Elizabeth Way and Mississauga Rd.

56. Queen Elizabeth Way and Lorne Park Rd.

57. Queen Elizabeth Way and Spring Bank Rd.

58. Queen Elizabeth Way and Hammond Rd. (Clarkson)

59. Queen Elizabeth Way and 5th Line (Trafalgar Twp.)

60. Queen Elizabeth Way and County Line (Sheridan)

61. Queen Elizabeth Way and Upper Middle Rd.

62. Queen Elizabeth Way and 9th Line (Trafalgar Twp.)

63. Queen Elizabeth Way at Burlington Beach Area.

64. Queen Elizabeth Way and Hwy. No. 8 (Welland Canal)

65. Queen Elizabeth Way and Welland St. (St. Catharines)

66. Queen Elizabeth Way and Coon Rd.

67. Hwy. No. 5 and Hwy. No. 27

68. Hwy. No. 7 and Hwy. No. 37

69. Hwy. No. 7 and Don Mills Rd.

70. Hwy. No. 8 and Hwy. No. 20

71. Hwy. No. 20 and Hwy. No. 53

72. Hwy. No. 20 and King St. (Stoney Creek)

73. Hwy. No. 27 and Aurora Sideroad

74. Hwy. No. 402 and Colborne Rd. (Sarnia)

(d) *Miscellaneous Studies*

75. Queen Elizabeth Way (Dixie Rd. to Hwy. No. 10)

76. Queen Elizabeth Way at Gordon Graydon High School Crossing (Dixie)

77. Hwy. No. 2 and Hwy. No. 38

78. Hwy. No. 2 and County Rd. (Westbrook)

79. Hwy. No. 2 (Campbell's Cors. to Hamilton)

80. Hwy. No. 2 in Ancaster

81. Hwy. No. 2 and Crumlin Sideroad

82. Hwy. No. 2 and Hwy. No. 4

83. Hwy. No. 2 and County Rd. to Komoko (Delaware)

84. Hwy. No. 2 and Hwy. No. 81

85. Hwy. No. 2 and County Rd. at Wardsville

86. Hwy. No. 2 and Hwy. No. 79 (West Junction)

87. Hwy. No. 2 and Hwy. No. 21

88. Hwy. No. 2 and County Rd. (Kent Bridge)

89. Hwy. No. 2 and Comber Sideroad

90. Hwy. No. 3 and Hwy. No. 4

91. Hwy. No. 3 and County Rd. to Fingal

92. Hwy. No. 3 and Hwy. No. 75

93. Hwy. No. 3 and Hwy. No. 77

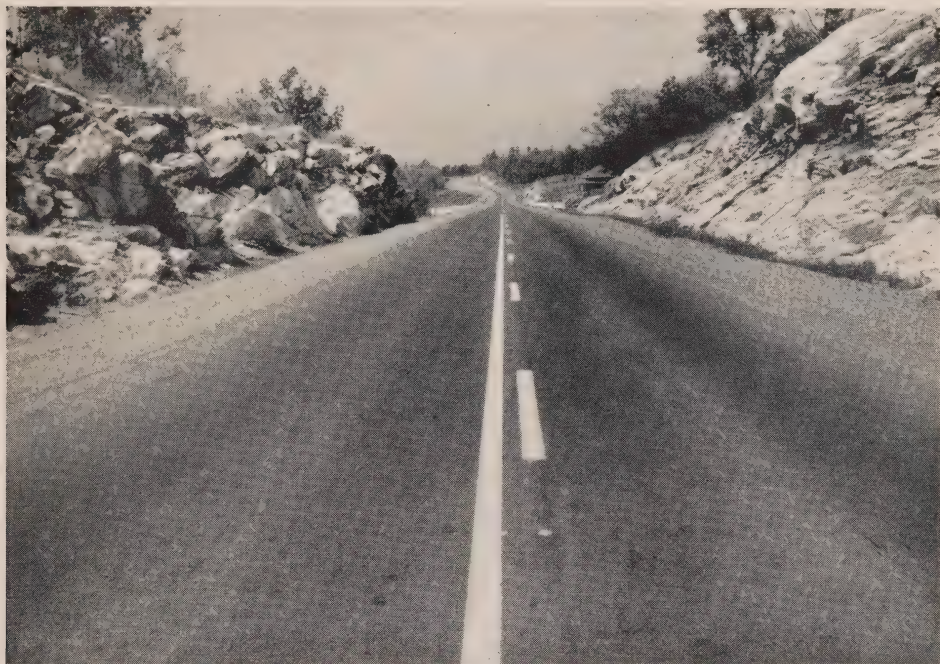
94. Hwy. No. 3 and Hwy. No. 21

95. Hwy. No. 3 and Belle River Rd. (Cottam)

96. Hwy. No. 4 in Port Stanley

97. Hwy. No. 4 and Hwy. No. 6

98. Hwy. No. 4 and Hwy. No. 10



Highway 7, T.C. Rock cut, paving and zone striping five miles east of Highway 37.

99. Hwy. No. 5 and Hwy. No. 25 (Nelson)
100. Hwy. No. 5 and Brant St.
101. Hwy. No. 5 and Hwy. No. 8
102. Hwy. No. 6 and County Rd. (Mt. Forest)
103. Hwy. No. 7 and Malton Rd. (Woodhill)
104. Hwy. No. 7A and Hwy. No. 28 (North Jct.)
105. Hwy. No. 7A and Hwy. No. 28 (South Jct.)
106. Hwy. No. 9, 10 and 24 in Orangeville
107. Hwy. No. 10 and Hwy. No. 89
108. Hwy. No. 11 and Sheppard Ave.
109. Hwy. No. 11 at St. Andrews College
110. Hwy. No. 17 and Hwy. No. 69 in Sudbury
111. Hwy. No. 18 and Arthur St. (Leamington)
112. Hwy. No. 27 and Dixon Rd.
113. Hwy. No. 27 and Albion Rd.
114. Hwy. No. 27 and Hwy. No. 49
115. Hwy. No. 49 and Hwy. No. 50
116. Hwy. No. 85 and Forest St. (Elmira)
117. Hwy. No. 87 in Wroxeter
118. Hwy. No. 401 and Avenue Rd. Interchange

Traffic Control

The signing section during 1954 handled and processed requests received at Head Office in connection with improved and better signing. At the same time new standards were prepared and approved. Towards the end of March the

new Book of Sign, Pavement Marking and Safety Device Standards was completed and sent to the printers. The final edition comprised 162 pages of new Standards which were to appear in the Ontario Roads and Highways once a "five year" sign standardization program was started by the Operations branch.

At the first of January, 1955, the Traffic Engineering section took over planning work previously being handled by Division 42 and Location Surveys group. Three men were transferred from Division 42 to the Traffic Control group and a start was made on preparation of a Pavement Marking Manual.

A filing of "Speed 30 Zones" by Hwy. Number rather than by District Location was started in January, 1955. A uniform procedure for Speed Zoning outlined on pages 142 and 143 of the Book of Sign Standards was approved by the Deputy Minister. We realize that a number of "Speed 30 Zones" now in existence have no legal status. It is expected that the Operations Branch at its convenience will check on the legality of "Speed 30 Zones" erected prior to January 1, 1955.

A survey of School Child Protection methods used in Ontario and New York State municipalities was conducted in January, 1955. From the results of the survey, it was evident that there was a need for legislation which would remove "financial responsibility" from the School Boards, School Officials and Patrol Members where Safety Patrols were operating. A "School Child Protection Policy" based on results of the survey was prepared. It is expected that this policy will be approved, possibly with modification later.

Final approval of the Uniform Signal Manual has not yet been received. It is expected that final changes will be made and the Manual sent to the printers sometime before the end of 1955.

The design and preparation of the throughway sign layouts continued. The results of these layouts are now appearing on Hwy. No. 401, between Toronto and Oshawa. It is expected that the district sign shops concerned will in future receive sign layouts for permanent signs prior to opening up new sections of throughway and erecting temporary signs thereon.

Accident Records and Administration Group

This group is responsible for the non-engineering functions of the traffic section. The most important function is the maintenance of a location file for all accidents occurring on the King's Highway System. The motor vehicles branch maintains a statistical record of all reported accidents in the province; however, these records do not include adequate information with respect to the locations where these accidents occur. To compensate for this, the investigating police are required to submit an additional copy of each report so that the traffic engineering section can develop an accurate location file.

This location file is referred to in the continuing study of accident prone locations and as an aid in the analysis of other hazardous locations. The report, "Accident Rates and Traffic Volumes for 1953-1954" was compiled from data on file.

Monthly reports indicating the manner of occurrence, weather, road conditions, and locations of all fatal motor vehicle accidents occurring on the highways are prepared and forwarded to all senior officials of the Department of Highways and Provincial Police, District Engineers and Provincial Police District Inspectors.

In addition to the accident records, this group is responsible for the administration of the traffic section, i.e. typing, draughting and personnel problems, etc.

STATISTICS AND ECONOMICS SECTION

This group was originally organized in August, 1954, as part of the Planning Branch in the new Department organization. Its duties were described as compiling and interpreting information about highway transportation for use by the Priorities Engineer and other Department officials for preparing future improvement programs and for general highway planning purposes.

Its activities in the period from its inception in August, 1954, to April, 1955, consisted of:

- (i) Research into methods of compiling and analyzing highway planning data.
- (ii) The development of a Sufficiency Rating method for King's Highways and for Secondary Roads.
- (iii) The determination of Sufficiency Ratings for all King's Highway sections proposed for reconstruction in 1955.
- (iv) The determination of Sufficiency Ratings for all Secondary Roads administered by the Department, and the preparation of a report on the jurisdictional assignment of these roads.
- (v) Research into possible future methods of carrying out studies of highway needs of all King's Highways and the preparation of short term and long term programs of improvement.

In this connection a visit was made to the Washington office of the Automotive Safety Foundation, an authority on Highway Needs studies. That organization agreed to provide advice and guidance in future activities along these lines.

Due to the diverging nature of its activities the section was divided into two groups (a) the Highway Inventory Group to carry out the inventory and analysis of technical information about existing highways and (b) an Economic Studies Group to carry out various studies required for highway planning operations.



Craig Street Bridge in Perth, Lanark County Town, Ottawa Municipal Roads District. This bridge spans the Tay River on Highway 15.



Highway 11. Grading and mulching, road mix paving, at rock cut on the Nova Scotia realignment.



Highway 62. Roadside Park, half-mile south of Barry's Bay. Note fireplaces for campers' use.



Highway 69, T.C. New major bridge spanning Still River and C.P.R. Toronto-Sudbury line at Britt.

BRIDGES COMPLETED IN 1954

Some 6,030 feet of bridging, comprising thirty-one structures, was completed during the year. Of these, six grade separations were completed on Highway 401. There were also five grade separations completed on Highway 27 between the Q.E.W. and Highway 401. On diversions of Highway 11 bridges were built over the Canadian National Railway at Washago and the Trent Valley Canal.

Three bridges were built on Highway 69 over Cranberry Lake and the Canadian National Railway, Portage Creek, and the Still River and the Canadian Pacific Railway.

Three bridges were built on Highway 17 over Moxam's Creek, Sunshine Creek, and the Champlain Bridge at Sturgeon Falls over the Sturgeon River.

A new bridge was built at Young's Point on Highway 28.

The bridge over Willow Creek on Highway 11 was replaced with a wider structure.

Temporary Bailey Bridges were erected over the many locations where the bridges were washed out due to Hurricane Hazel.

A complete list of all structures completed is given in Appendix No. 4.

Plans were examined and approved for 410 bridges and culverts on Municipal and District Roads.

A. M. TOYE,
Ass't Bridge Eng.



Queen Elizabeth Way showing site of New Burlington Beach Skyway, now well under way.



Highway 28. New bridge over Eel's Creek, near Bancroft.

SERVICES BRANCH

Director of Services, C. A. ROBBINS

The Services Branch was formed during the reorganization of the Department.

This Branch consists of the following sections —

- (1) Equipment
- (2) Property
- (3) Purchasing
- (4) Signs and Buildings Permits
- (5) Stores
- (6) Tenders
- (7) Land Surveys

It is proposed to establish five area offices throughout the Province in the very near future.

(1) Equipment Section

The Equipment Section through the Head Office staff and six Field Supervisors, supervised and inspected the work of Equipment Maintenance personnel in all Divisions.

Equipment Operated —

Trucks.....	1,128	Sand Driers.....	16
Power Graders.....	297	Hoist and Drag Buckets.....	2
Tractors.....	455	Conveyors.....	4
Self Propelled Loaders.....	33	Moto Patchers.....	3
Power Shovels.....	8	Arc Welders.....	42
Salt and Sander Units.....	192	Stripers.....	13
Compressors.....	83	Core Drills.....	3
Tractor-Compressors.....	5	Swamp Buggy.....	1
Gradalls.....	6	Power Sweepers.....	15
Rollers.....	50	Mulch Spreaders.....	3
Eductors.....	2	Yard Cranes.....	4
Emulsion Distributors.....	170	Stationary Power Plants.....	2
Leaning Wheel Graders.....	29	Asphalt Finishers.....	1
Weed Sprayers.....	31	Carryalls.....	2
Cement Mixers.....	27	Paint and Bead Mixers.....	12
Pulvi Mixers.....	18	Sand and Gravel Screening Plant.....	1
Cold Patch Mixers.....	19	Snogos.....	11
Multiple Blade Maintainers.....	5	Snow Plows "V" type.....	493
Bituminous Heaters.....	33	Snow Plows, one way.....	404
Earth Borers.....	5	Snow Wings.....	559

New equipment was purchased to replace obsolete and worn out equipment and also to fill the demand for additional equipment.

Equipment Purchased —

Trucks.....	140	Float (Trailer).....	1
Power Graders.....	17	Stripers.....	2
Tractors.....	23	Conveyors.....	1
Loaders, Self-Propelled.....	3	Sand Driers.....	2
Compressors.....	2	Sand and Gravel Screening Plant.....	1
Gradalls.....	2	Arc Welder.....	1
Rollers.....	1	Mulch Spreaders.....	2
Power Sweeper.....	1	Salt and Sander Body Units.....	41
Cold Patch Mixers.....	1	Snow Plows.....	54
Bituminous Heaters.....	5	Paint Mixers.....	10



Huge Bailey Bridge spanning Steel River east of Terrace Bay on Highway 17, Trans-Canada, Fort William Division.

All new major equipment was inspected before delivery to ascertain that the equipment met Department specifications.

The Section supervised equipment operators training and safe driving program. In addition, eighteen Safety Meetings were held by the Safety Supervisor. These meetings were held in each Division. All equipment operators who had a "no accident" record for the previous twelve months were eligible to enter three District Truck Rodeos. The winner of the final elimination was sent to the Provincial Truck Rodeo in Toronto.

The Department Motor Vehicle Accident and Safety Committee was taken over by the Equipment Section.

(2) Property Section

During the year the various groups within the Section were expanded so that all phases of the purchasing of Right-of-Way would be expedited.

Closer liaison was established between the Property and Land Surveys Sections resulting in a greatly accelerated flow of land plans which in turn enabled the Property Section to complete payments in a much shorter space of time.

A Property Management group has been established to deal with all lands and buildings acquired surplus to Right-of-Way requirements. The main function of this group during this period has been to establish a complete inventory of all surplus properties.

During the year 2,952 purchase agreements were entered into with Property Owners.

A great deal of progress was made during the year in paying outstanding agreements and a total of 5,010 were paid during the year.

(3) Purchasing Section

During the year the Section procured supplies for the construction and maintenance of the Highway programme, which involved the supply of large quantities of materials, new equipment and maintenance items for the operation of an increasing fleet of power units.

Goods in general were in normal supply, with the exception of certain heavy items, such as steel, cement and repair parts for some heavy duty equipment not manufactured in Canada, which were procurable on delayed terms at various seasons during the year.

In conjunction with the Materials and Research Branch of the Department, new and revised specifications for several types of commodities were adapted to ensure a sound basis of quality and resultant economy in standardization of products.

(4) Sign and Building Permits Section

Building Permits —

Number of Permits Issued.....	4,068
Valuation of Buildings.....	\$52,274,706.00

Sign Licences —

Licences Issued — \$15.00.....	287
Licences Issued — 7.50.....	1,418
Licences Issued — 1.00.....	1,126
Licences Issued — 30.00 (Illuminated).....	84
Licences Issued — 15.00 (Illuminated).....	127
Licences Issued — 2.00 (Illuminated).....	23
1954-1955 Fiscal Year Receipts.....	\$23,731.00

NOTE. — Licences are issued according to the calendar year, January 1st to December 31st, 1954.

(5) Stores

The Stores Section was reorganized in order to effect adequate control of materials and supplies as required by the increased activity of the Department.

All District Offices were provided with a new system of records which greatly improved the accounting and control of inventories.

Field Stores Supervisors were assigned to specific areas to provide guidance and instruction relative to Stores operation.

Central Stores function was assessed and revamped. Facilities were provided to expedite the shipment of material to the field and accounting procedures streamlined to ensure prompt billing.

All Bailey Bridge material was brought under the direct control of the Stores Section and plans are under way to establish five depots in strategic locations.

Disposal of all scrap materials and obsolete equipment items was undertaken by the Stores Section and procedures established for sale by tender.

(6) Tenders Section

The Tenders Section is responsible for passing all tendering information and forms to interested persons and also the receiving of all tenders.

The senior member of this Section acts as secretary to the Tender Opening Committee.

Tenders were called for Engineering Contracts, Property Sales, Material and Equipment requirements.

(7) Land Surveys Section

To cope with the proposed construction program it was found necessary to hire all available Ontario Land Surveyors to supplement our own surveying staff.

The following summary shows the number of plans completed of all types:

TYPE	NO. OF PLANS	TOTAL MILEAGE
Land Plans.....	1,256	783.489
Assumption Plans.....	90	144.11
Reversion Plans.....	63	71.44
Controlled-Access Highway Plans.....	20	42.41
Designation Plans.....	24	70.82
TOTAL.....	<u>1,453</u>	<u>1,112.269</u>

Mileage of Land Plans —

TYPE	NO. OF PLANS	TOTAL MILEAGE
Land Plans from Field Survey.....	531	441.709
Land Plans from Office Records.....	234	102.758
Plans to illustrate description from Field Survey.....	115	33.405
Plans to illustrate description from Office Record.....	225	39.655
Crown Land Plans from Field Survey.....	91	144.281
Plans of Gravel Pits from Field Survey.....	26	6.156
Indian Affairs Plans from Field Survey.....	2	0.076
Plans of Abandonment.....	32	15.446
TOTAL.....	<u>1,256</u>	<u>783.489</u>



Bailey Bridge Yard at Toronto. Building members and parts stored here for emergency use anywhere in Ontario.



Grading Diversion on Statute Labour road to Deer Lake, Kirkpatrick Township, North Bay
Municipal Roads District.

REPORT ON MUNICIPAL ROADS—1954

J. V. LUDGATE, *Municipal Engineer*

Expenditures made upon roads by municipal councils, statute labour boards and settler groups during 1954 reached an approved total of approximately \$67,750,000. Under the several authorities provided by The Highway Improvement Act the Provincial Treasurer, on the recommendations of the Municipal Roads Branch, disbursed over \$35,300,000 toward lessening the burden of taxation involved.

The number of municipal and allied units participating in this Province-wide distribution of financial aid included, — one Metropolitan area, 37 counties, 33 suburban road commissions, 573 incorporated townships, 28 Indian reserves, 2 Provincial parks, 14 improvement districts, 29 cities, 8 separated towns, 144 towns, 154 incorporated villages, one beach commission, 162 statute labour boards and 242 unorganized units, a total of 1,428.

In organized municipalities, where expenditures are subject to approved appropriation by-laws based upon tax levy and estimated statutory subsidy, annual road expenditures are subsidized at established percentage rates. The following summary lists the road mileage in the care of each of the several levels of municipal government, the total amounts of approved by-law appropriations and actually approved expenditures, also the total of the statutory subsidies paid to the municipal treasurers in each category:

CORPORATION STATUS	ROAD MILEAGES	APPROVED BY-LAWS	APPROVED EXPENDITURES	DEPARTMENT SUBSIDIES
Metropolitan.....	277.09	\$ 8,000,000.00	\$ 6,134,960.48	\$ 3,067,480.24
Counties*.....	9,348.42	17,715,096.00	17,221,063.01	9,367,155.51
Townships†.....	49,212.87	24,235,551.57	23,346,392.74	13,330,917.22
Urban.....	7,209.81	21,345,210.57	18,223,848.41	7,021,797.64
TOTALS.....	66,048.19	\$71,295,858.14	\$64,926,264.64	\$32,787,350.61

* Includes suburban road commissions.

† Includes Indian reserves, Provincial parks, and improvement districts.

County expenditures averaged 97.21% of by-law appropriations; organized townships, 96.33%; urban municipalities, 85.42%, and Metropolitan Toronto, 76.68%.

Special aid toward the construction of certain rural roads in a number of municipalities, financially incapable of providing for them in budgetary expenditure programs, was applied to 666.9 miles of designated Development Roads. On these projects a total expenditure of \$1,662,061.10 was met by the Department from funds allotted for the purpose.

Many northern townships, possessing no form of municipal self government and dependent for road upkeep upon statute labour boards or the united efforts of groups of settlers, received Departmental aid on 4,821.53 miles of road. Of a total recorded expenditure of \$1,054,929.67 the Department contribution amounted to \$735,239.74.

In addition to the above, discounts to municipalities on their rentals of Department-owned road equipment were met by Government funds in the amount of \$89,454.24.

Engineers of the Municipal Roads Branch continued, by operational guidance and supervision in the field, coupled with advisory liaison between local governing bodies and Department administrative staff, to extend every possible assistance to the road organizations in their appointed areas. District auditors aided and checked accounting systems and records, in co-operation with the engineers of their respective districts.

METROPOLITAN AREA (TORONTO)

By virtue of The Municipality of Metropolitan Toronto Act, 1953, a new municipal organization was established. Part V of the Act authorized a metropolitan road system, the subsequent formation of which absorbed certain roads and streets in the component parts of the Area, which includes City of Toronto; the Townships of Etobicoke, York East, York North, York and Scarborough; the Towns of Leaside, Mimico, New Toronto and Weston; the Villages of Forest Hill, Long Branch and Swansea. Existing county and suburban-county roads within the Area became detached from the Toronto



Development road in Renfrew County leading from Highway 62 to Camp Petawawa.

and York Road Commission's jurisdiction; while all county roads in the portion of York County not included in the Metropolitan Area were created suburban county roads, thereby becoming the Commission's responsibility.

The Metropolitan Road system became operative in 1954, with an approved expenditure of \$6,134,960.48, which was subsidized by the Department to the extent of \$3,067,480.48. The work accomplished in this first year of operation is summarized as follows:—

Construction Items

(1) New or rebuilt gravel and stone surfaces.....	6.0 miles
Low-cost bituminous surfaces.....	12.0 "
Pavements.....	10.0 "
COMPLETED ROAD CONSTRUCTION.....	28.0 miles
Graded to standard cross-section.....	5.0 "
(2) Bridges (10-foot span and over); Concrete 2, Total 2.	
Culverts (under 10-foot span); Metal arch, 1. Concrete 7; Total 8.	
Pipe culverts installed.....	65

Maintenance Items

(1) Roadside ditching.....	155.0 miles
Bituminous surface treatment.....	50.0 "
Dust prevention with oil.....	40.0 "
Dust prevention with calcium or salt.....	10.0 "
Resurfacing: Pit-run gravel.....	1,200 cu. yds.
Crushed.....	11,000 " "
Crushed stone.....	3,000 tons
(2) Snow Control: Mechanical equipment.....	275.0 miles
Snow fence protection.....	16.0 "
(3) Weed and Brush Control: by spraying.....	155.0 "
by cutting.....	155.0 "
(4) Repaired bridges, 35; repaired culverts, 20.	

COUNTY ROAD SYSTEMS

(Under Part II, The Highway Improvement Act)

The expenditures reported in the returns from county road organizations for the year 1954 are classified as to construction and maintenance in the following summary:—

	CONSTRUCTION	MAINTENANCE	TOTAL
Roads (winter control excepted).....	\$6,159,704.50	\$6,959,385.83	\$13,119,090.33
Bridges and culverts.....	2,140,230.18	471,118.38	2,611,348.56
Winter control.....		1,490,624.12	1,490,624.12
TOTAL APPROVED EXPENDITURE.....	\$8,299,934.68	\$8,921,128.33	\$17,221,063.01

From the records submitted the application of the above outlay resulted in the improvements listed below:—

Construction Items

(1) New or rebuilt gravel and stone surfaces.....	300.9 miles
Low-cost bituminous surfaces.....	224.7 "
Pavements.....	135.6 "
COMPLETED ROAD CONSTRUCTION.....	661.2 miles
Graded to standard cross-section.....	219.8 "
(2) Bridges (10-foot span and over); Concrete, 75; Steel, 13; Timber, 2; Total 90.	
Culverts (under 10-foot span); Concrete 31; Metal Arch, 17; Timber, 3; Total 51.	
Pipe culverts installed.....	2,534

Maintenance Items

(1) Roadside ditching.....	212 miles
Bituminous surface treatment.....	544 "
Dust prevention with oil.....	371 "
Dust prevention with calcium or salt.....	2,798 "
Clay gravel stabilization (calcium).....	81 "
Resurfacing: Pit-run gravel.....	184,449 cu. yds.
Crushed gravel.....	696,141 "
Crushed stone.....	131,958 tons
(2) Snow Control: Mechanical equipment operations.....	8,627 miles
Snow fence protection.....	1,901 "
(3) Weed and Brush Control: by spraying.....	4,627 "
by cutting.....	4,908 "
(4) Repaired bridges, 193; repaired culverts, 1,170.	

Elsewhere in this report are presented appendices giving details of county road mileages, types of surfaces, and other pertinent data.

SUBURBAN ROADS

(Under Part III, The Highway Improvement Act)

The 33 suburban road commissions functioning in the combined interests of cities and adjoining counties, the mileage of roads in their charge and the 1954 expenditures and subsidies contingent upon their upkeep and improvement are as follows:—

COUNTY	SUBURBAN ROAD COMMISSION	MILEAGE	APPROVED EXPENDITURE	GOVERNMENT SUBSIDY
Brant.....	Brantford.....	30.00	\$ 55,914.32	\$ 30,733.25
Carleton.....	Ottawa.....	94.30	338,194.49	187,322.85
Elgin.....	St. Thomas.....	19.80	29,286.16	14,730.41
Essex.....	Riverside.....	1.00	9,023.93	5,343.34
	Windsor.....	41.00	107,853.25	54,264.98
Frontenac.....	Kingston.....	40.90	66,878.04	33,817.20
Grey.....	Owen Sound.....	35.00	48,837.88	24,654.56
Hastings.....	Belleville.....	6.20	32,053.17	22,139.13
Kent.....	Chatham.....	12.58	38,105.03	19,069.48
Lambton.....	Sarnia.....	17.71	49,943.02	24,971.51
Lanark.....	Smiths Falls.....	6.00	9,297.88	4,653.41
Leeds & Grenville.....	Brockville.....	15.60	25,859.05	13,022.52
	Gananoque.....	3.30	11,006.43	5,523.22
	Prescott.....	1.40	4,303.68	2,158.59
	Smiths Falls.....	5.30	8,986.73	4,520.14
Lincoln.....	St. Catharines.....	18.85	93,362.46	48,318.77
Middlesex.....	London.....	64.25	151,003.31	78,551.83
Northumberland & Durham.....	Trenton.....	12.75	12,900.22	6,453.32
Ontario.....	Oshawa.....	16.94	43,170.48	21,628.10
Oxford.....	Ingersoll.....	4.20	7,785.85	4,109.33
	Woodstock.....	6.00	4,975.95	2,487.98
Perth.....	St. Mary's.....	5.00	11,157.13	5,578.57
	Stratford.....	18.90	44,660.96	25,998.76
Peterborough.....	Peterborough.....	70.00	112,669.19	58,110.06
Stormont, Dundas & Glengarry.....	Cornwall.....	28.50	48,060.72	26,975.17
Waterloo.....	Galt.....	19.46	64,496.03	32,585.00
	Kitchener.....	43.05	122,839.95	65,728.17
	Waterloo.....	9.00	23,665.48	11,832.74
Welland.....	Niagara Falls.....	11.00	17,474.31	9,084.84
	Welland.....	15.00	21,060.64	10,899.76
Wellington.....	Guelph.....	32.50	48,070.19	29,467.31
Wentworth.....	Hamilton.....	111.65	424,440.11	222,766.02
York.....	Toronto & York.....	173.26	676,520.48	395,092.00
TOTALS.....		990.40	\$2,763,856.52	\$1,502,592.32

ROADS IN INCORPORATED TOWNSHIPS

(Under Part IV, The Highway Improvement Act)

Throughout wide-spread areas of the Province, road operations were seriously influenced by unusual weather conditions during 1954. Heavy snow falls increased winter expenditures to a figure almost double that of the preceding year. Frequent spells of prolonged wet summer weather handicapped township road activities, particularly in north-western and northern Ontario. Then, in October, many municipalities, chiefly in south-central areas, experienced from Hurricane Hazel a set-back which, apart from appalling loss of life and property, necessitated immediate repair and replacement of roads and bridges, exacting unforeseen commitments of serious magnitude.

A summary of 1954 construction and maintenance expenditures totalling \$23,346,392.74 (as against \$20,448,782.51 in 1953) is as follows:—

	CONSTRUCTION	MAINTENANCE	TOTAL
Roads (winter control excepted).....	\$3,595,178.39	\$13,660,006.64	\$17,255,185.03
Bridges and culverts.....	2,365,782.97	1,121,823.97	3,487,606.94
Winter control.....		2,603,600.77	2,603,600.77
TOTAL APPROVED EXPENDITURE.....	\$5,960,961.36	\$17,385,431.38	\$23,346,392.74

The work accomplished with the above outlay is indicated in the summary presented below:—

Construction Items

(1) New or rebuilt gravel and stone surfaces.....	246.7 miles
Low-cost bituminous surfaces.....	112.8
Pavements.....	50.0 "
COMPLETED ROAD CONSTRUCTION.....	409.5 miles
Graded to standard cross-section.....	814.5 "
(2) Bridges (10-foot span and over); Concrete, 199; Steel, 25; Timber, 60; Total 284.	
Culverts (under 10-foot span); Concrete, 198; Metal Arch, 327; Timber, 185; Total 710.	
Pipe culverts installed.....	5,201

Maintenance Items

(1) Roadside ditching.....	1,735.8 miles
Bituminous surface treatment.....	529.6 "
Dust prevention with oil.....	1,257.9 "
Dust prevention with calcium.....	2,983.4 "
Clay-gravel stabilization.....	137.0 "
Resurfacing: Pit-run gravel.....	1,306,245 cu. yds.
Crushed gravel.....	2,186,338 " "
Crushed stone.....	764,940 tons
(2) Snow Control: Mechanical equipment operations.....	37,694.4 miles
Snow fence protection.....	2,121.4 "
(3) Weed and Brush Control: by spraying.....	12,806.8 "
by cutting.....	13,445.2 "
(4) Repaired bridges, 1,342; repaired culverts 7,113.	

ROADS IN TERRITORY WITHOUT MUNICIPAL ORGANIZATION

(Under Part V, The Highway Improvement Act)

Where municipal organizations are non-existent throughout the northern districts, the Department co-operates with statute labour boards, wherever

established, with groups of settlers, where the Statute Labour Act is not operative, and in a number of instances, with individuals who, in the public interest, concern themselves with the need for better roads.

SUMMARY OF UNINCORPORATED MUNICIPALITIES EXPENDITURES IN THE FISCAL YEAR 1954-55

MUNICIPAL DISTRICT	Value of Statute Labour or Other Work Performed	Direct Expenditure on Roads by Department	Total Value of Work Performed	Percentage of Aid by Department
10 — Nipissing.....	\$ 1,028.84	\$ 3,346.11	\$ 4,374.95	.76
11 — Muskoka.....	8,044.00	10,382.63	18,426.63	.57
12 — Parry Sound.....	49,540.98	100,880.67	150,421.65	.67
13 — Nipissing.....	29,580.87	51,764.91	81,345.78	.64
14 — Temiskaming and Cochrane South.....	43,626.03	131,110.59	174,736.62	.75
16 — Cochrane North.....	54,078.06	123,257.62	177,335.68	.70
17 — Sudbury.....	42,628.42	53,649.00	96,277.42	.56
18 — Algoma.....	33,743.95	67,406.75	101,150.70	.67
19 — Thunder Bay.....	31,962.86	82,205.70	114,168.56	.72
20 — Kenora & Rainy River.....	42,096.73	94,594.95	136,691.68	.69
	\$336,330.74	\$718,598.93	\$1,054,929.67	.68
Work performed by Department:				
— paid for by settlers.....	— 14,624.98	14,624.98	.....
— to be paid for by settlers..	— 79.30	79.30	.....
— Ac't/Rec. Department of of Lands and Forests.....	— 1,936.53	1,936.53	.....
TOTALS	\$319,689.93	\$735,239.74	\$1,054,929.67	

Such activities during 1954 involved the improvement of a recorded 4,821.53 miles of road, upon which the sum of \$1,054,929.67 was expended. Of this amount \$735,239.74 was contributed by the Department. The improvements effected are listed below:—

Construction Items

Clearing and grubbing.....	101.4 acres
Grade construction.....	28.7 miles
Gravel and stone surfacing.....	26.8 "
Bridges (10-foot span and over); Timber, 30; Steel, 4; Total 34.	
Culverts (under 10-foot span); Timber, 99; Total 99.	
Pipe culverts installed.....	697

Maintenance Items

Roadside ditching.....	304.0 miles
Brush and weed cutting.....	540.3 "
Snow Control: Mechanical equipment operation.....	362.8 "
Snow fence protection.....	128.2 "
Pit-gravel applied.....	261,920 cu. yds.
Crushed gravel and stone applied.....	1,314 " "
Clay or sand applied.....	27,542 " "
Bridges repaired.....	282
Culverts repaired.....	1,250

URBAN ROADS AND STREETS

(Under Part VII, The Highway Improvement Act)

Expenditures by city, town and village councils on roads and streets in their care were approved for subsidy at \$18,223,848.41. This does not include



Pavement on Third Street East, Town of Cochrane.



Frontenac County Road No. 10, the Perth Road, one half mile north of Inverary. Note use of crushed stone surface on this Development Road project.



Zone striping on Ottawa Suburban Road No. 9, five miles north of Richmond.

those pertaining to the thoroughfares comprising the Metropolitan Toronto road system referred to earlier in this report. If combined, the total approved urban outlay in 1954, at \$24,358,808.89, represents an increase of 38% over the corresponding figure of \$17,598,631.85 for 1953.

The following break-down of urban expenditures (exclusive of those under Metropolitan Toronto jurisdiction) indicates distribution as to construction and maintenance:—

	CONSTRUCTION	MAINTENANCE	TOTAL
Roads and streets (winter control excepted).....	\$4,954,433.04	\$ 8,581,883.30	\$13,536,316.34
Bridges and culverts.....	1,205,586.60	550,752.05	1,756,338.65
Winter control.....	.....	2,931,193.42	2,931,193.42
TOTAL APPROVED EXPENDITURE.....	\$6,160,019.64	\$12,063,828.77	\$18,223,848.41

DEVELOPMENT ROADS

(Under Part VI, The Highway Improvement Act)

As noted above, \$1,662,061.10 was spent by the Department upon roads designated Development Roads by the Minister and brought under temporary Department-Municipality agreement for improvement through funds voted for the purpose. Work was carried out on 115 projects, totalling 666.9 miles. Of this number 45 (209.6 miles) were completed and returned to the respective municipal councils for future care. New designations during the year numbered 44. Expenditure was somewhat below that of several previous years owing to unfavourable weather conditions prevailing in many parts of Ontario during the working season.

The location, mileage and expenditure relating to each project is presented in table on page 124.

SIDEWALK CONSTRUCTION 1954-55

(Under Part IX, Section 100, The Highway Improvement Act)

Glanford Township, south-side Suburban Rd. No. 37.....	\$ 524.18
Tiny Township, Village of Perkinsfield.....	117.12
Toronto Township, Village of Malton.....	1,248.47
Cumberland Township, Village of Sarsfield.....	359.63
Lochiel Township, Hamlet of Glen Robertson.....	875.57
Roxborough Township, Village of Avonmore.....	596.21
TOTAL.....	\$3,721.18

MUNICIPAL ROADS GENERAL OVERHEAD 1954-55

Discounts allowed Municipalities on pool machinery rentals and operators' wages.....	\$ 89,454.24
General Overhead.....	65,214.70
TOTAL.....	\$154,668.94

1954 MUNICIPAL ROAD IMPROVEMENTS

In foregoing pages summarized expenditures by county, township and other road organizations are each accompanied by a synopsis of construction and maintenance items depicting the nature of improvement operations. The

following pages present a summary of the chief items of construction, maintenance, machinery and material purchases by each county and group of townships constituting the municipal districts reported upon by our engineers.

DISTRICT 1—(3 counties, 39 townships, 36 urban municipalities)

Essex—Construction: 0.75 miles asphalt concrete, 8.0 miles mulch, 8.8 miles stabilized base; 1 bridge, 2 metal arch culverts, 406 pipe culverts; 2,200 ft. underdrainage.

Maintenance: 20.5 miles bituminous treatment, 130 miles calcium dust layer, 48,500 c.y. pit gravel; 4 bridges and 54 culverts required.

Purchases: 3 trucks, 1 tractor and mower, 1 vibrator screen.

Kent—Construction: 17.0 miles asphaltic concrete, 14.0 miles stabilized base, 12 miles new grade, 20 pipe culverts, 4 miles underdrainage.

Maintenance: 10 miles calcium dust layer, 7,000 c.y. pit gravel, 2 bridges and 14 culverts repaired.

Purchases: 1 truck and one car.

Lambton—Construction: 11.0 miles asphaltic concrete, 3 miles new grade; 2 bridges, 30 pipe culverts.

Maintenance: 7.0 miles bituminous treatment, 5 miles oil dust layer; 8,100 c.y. crushed gravel, 11,700 c.y. crushed stone; 4 bridges and 14 culverts repaired.

Purchases: 1 grader with plow and wing, power saw, 27 acres.

Townships—Construction: 7.5 miles asphaltic concrete, 5.5 miles mulch, 29.0 miles new grade; 37 bridges, 20 culverts, 211 pipe culverts, 19,900 ft. underdrainage.

Maintenance: 48.0 miles bituminous treatment, 25.0 miles oil dust layer, 398.0 miles calcium dust layer, 122,710 c.y. pit run gravel, 83,730 c.y. crushed gravel, 100,450 c.y. crushed stone; 72 bridges and 355 culverts repaired.

Purchases: 1 grader, 3 trucks, 2 weed sprayers, front end loader, 2.0 acres.

DISTRICT 2—(4 counties, 43 townships, 28 urban municipalities)

Elgin—Construction: 4 bridges, 620 lin. ft. curb and gutter, extensive grading and widening.

Maintenance: 20 miles surface treatment, 35,000 c.y. pit run, 5,000 c.y. crushed gravel and 500 tons crushed stone, 2 bridges painted.

Purchases 2 trucks, 1 concrete mixer, 1 V-plow and wing, 2,630 l.f. pipe culverts, 21,000 l.f. field tile.

Middlesex—Construction: 17 miles cold mix, 2 miles resurfacing, 17 miles new grade, 4 bridges, 4 culverts, 12,000 l.f. pipe culverts.

Maintenance: 3 miles surface treatment, 372 tons calcium and 20,000 gals. prime dust layer, 40,000 tons crushed gravel.

Purchases: 6 traffic counters, 1 set scales, 1 truck, 1 car, 1 V-plow, 1 welder, 1 tractor and mower.

Norfolk—Construction: 6.3 miles mulch, 7.6 miles new grade, 3 bridges.

Maintenance: 75.5 miles surface treatment, 1,900 l.f. underdrainage, 23,800 tons crushed gravel, 3,300 tons crushed stone, 243 miles weed spraying.

Purchases: 3 trucks, 1 roller, 1 loader, 3.6 acres.

Oxford—Construction: 2.5 miles plant mix, 6.5 miles reconstruction, 13 miles new grade; 40,800 c.y. pit run, 13,800 c.y. crushed gravel, 3 bridges, 2 culverts, 19 pipe culverts, 4,140 ft. guide rail.

Maintenance: 27.8 miles surface treatment, 105.8 miles dust laying, 91.4 miles patching, 29.3 miles resurfacing with 16,000 c.y. crushed gravel and 2,300 tons crushed stone.

Purchases: 2 H.D. trucks with spreaders.

Townships—Construction: 12.5 miles mulch, 5 miles stabilized base, 72.75 miles new grade using 18,500 c.y. pit run, 24,800 c.y. crushed gravel and 2,500 c.y. crushed stone; 25 bridges, 30 culverts and 382 pipe culverts.

Maintenance: 44.5 miles surface treatment, 53.5 miles oil and 171.8 miles calcium dust layer, 150,000 c.y. pit run, 212,400 c.y. crushed gravel, 14,550 tons crushed stone; 72 bridges and 520 culverts repaired.

Purchases: 5 graders, 7 trucks, 3 tractors, 2 chain saws, 1 bituminous distributor, 3 garages, 4 acres gravel deposits.

DISTRICT 3—(4 counties, 44 townships, 32 urban municipalities)

Huron—Construction: one 260-ft. span concrete bridge (Auburn); 10 miles mulch; 4.5 miles reconstruction.

DEVELOPMENT ROAD EXPENDITURES IN ORGANIZED MUNICIPALITIES—1954
(Authorized by Part VI of The Highway Improvement Act)

ROAD No.	DESCRIPTION OR LOCATION	LENGTH MILES	JURISDICTION (Township unless otherwise indicated)	COUNTY OR DISTRICT	EXPENDITURE 1954-55
25	Sylvan Valley Road	13.0	Macdonald, Merrett and Aberdeen A[nd]	Algoma	\$ 30,903.01
36	Tamworth Arden Harlowe	33.0	Sheffield, Kennebec and Barrie	Frontenac, Lennox and Addington	49,956.80
37	Lake of Bays Road	9.2	Franklin and Brunel	Muskoka	27,669.40
67	Dacre Shannock Renfrew	16.0	Brougham, Almaton and County	Renfrew	114,322.00
83	Easton's Corners Kilmarnock Locks	4.5	Wolford	Leeds and Grenville	19,977.60
86	Denbigh Plexna	19.0	Denbigh, Barrie and Clarendon	Frontenac, Lennox and Addington	15,872.74
87	Arloch Clarendon	14.2	Clarendon, Palmerston, Olden and Oso.	Frontenac	15,872.74
91	Fifth Line	7.3	Nipissing	Parry Sound	19,097.48
96	Rideau River Road	8.0	County	Leeds and Grenville	20,696.83
102	Bellamy Road	9.0	Pakenham	Lanark	13,805.04
104	Chandos Glen Alda	6.0	Chandos	Yeterborough	533.00
119	Alfredale Chiswick	6.5	Chisholm	Nipissing	3,059.27
122	Old Nipissing Road	3.5	Chapman	Parry Sound	1,968.25
132	County Road 11, Battersea easterly	2.5	County	Frontenac	9,943.67
133	Old Burk's Falls—Magnetawan	11.0	Byerson	Parry Sound	2,970.93
134	Orville—Rossau	4.5	Christie	Parry Sound	4,981.52
135	Twentieth Street	3.5	Macdonald	Parry Sound	6,791.06
146	Concession X, XI	2.5	South Himsforth	Parry Sound	2,107.06
147	Chandless Road	7.0	Thessalon and LeRoy	Algoma	8,330.77
148	Gordon Lake Road	6.0	Ennis	Algoma	9,658.78
149	Winchester Township Road	8.5	County	Rainy River	15,075.50
160	Penninsula Road	6.7	County	Stormont, Dundas and Glengarry	19,565.51
167	Alexandra Glen Robertson	9.0	Medora and Wood	Stormont, Dundas and Glengarry	24,316.42
168	Head Lake Road	0.0	Bexley and Laxton	Muskoka	14,543.00
170	Incollisby Road	4.5	Minden	Victoria	9,623.49
171	Fletcher Lake Road	10.0	Sherborne	Haliburton	6,461.05
172	Bellrock Enterprise	3.0	County	Haliburton	18,456.28
173	Frankford-Foxboro	8.5	County	Frontenac	38,046.63
177	Hartwood Lake Road	11.0	Radian	Lennox and Addington	14,975.27
179	Fifth Sideroad	5.1	Torbolton	Hastings	25,000.00
180	Hillsdale Eady	9.8	Medonte	Renfrew	7,000.00
185	Comtee Loop	6.6	Comtee	Carleton	4,467.80
186	Quadville Poymount	10.0	Brudenell and Lyndoch	Simcoe	10,098.14
187	Dale-Baltimore	7.8	Hamilton	Thunder Bay	11,943.77
188	Lochin Geler	15.0	Snowdon	Renfrew	6,000.00
189	Slack's Corners Petworth	3.0	Portland	Northumberland and Durham	8,914.27
191	Weslemkoon Lake Road	16.0	Tudor and Cashel	Haliburton	9,780.89
193	Elphin-Snow Road	3.0	North Sherbrooke	Frontenac	4,866.68
194	Balm Beach Road	1.9	Sarawak	Hastings	5,000.75
195	Blackstone Lake Road	3.5	Poley	Lanark	27,037.19
197	Mission to Michipicoten Harbour	5.0	Michipicoten	Grey	2,787.09
198	Val Caron Chelmsford	11.0	Rayside and Blezard	Parry Sound	4,993.41
203	Hughland Grove-Kidd's Corners	10.0	Carliff	Algoma	42,831.88
205	Bu. Bay-Pyette Point	3.0	Keppel	Sudbury	34,033.27
206	Sixth Sideroad	8.0	Brethour	Haliburton	17,994.36
208	Long Point Park Approach	2.6	Long Point Park Commission	Grey	2,492.16
209	Concession I	3.2	Papouange	Temiskaming	14,991.94
210	Roslyn Road	1.3	Neebing	Norfolk	28,930.04
211	Ducre Mount St. Patrick	6.0	Carlow	Thunder Bay	11,099.38
213	Fort Stewart Boulter	7.0	Mayo	Thunder Bay	17,202.50
214	Bessmere Hermon	8.0	Monck	Renfrew	5,000.00
215	Bancroft Lodge Road	2.5	Oro and Medonte	Hastings	4,996.44
216	Rowalline	7.0	March	Hastings	5,768.37
217	Fifteenth Sideroad	2.5	March	Muskoka	10,770.40
				Simcoe	2,998.96
				Carleton	

218	Shallow Lake Road	9.0	County	Grey	97,012.97
222	Cherry Valley Millford	4.4	County	Prince Edward	8,000.00
223	Chemong Lake Approach	1.5	Emismore	Peterborough	1,000.00
225	Quimet Road	8.0	Dorion I.D.	Thunder Bay	12,982.50
226	Morhan Road	8.5	McIntyre	Thunder Bay	23,171.44
227	Fergusonvale-New Flos	9.0	Flos	Simcoe	9,335.24
228	Snow Road, south and east	3.0	Palmerston and Canonto	Frontenac	4,895.15
230	County Road 16	5.0	County	Ontario	1,703.66
232	Sixth Concession	2.0	Harvey	Temiskaming	3,977.12
233	Belle Vallee Road	3.5	Casey	Temiskaming	20,861.60
234	Scotch Line Otty Lake	4.0	Burgess north and Elmsley north	Lanark	5,293.01
235	Lyn to Row's Corners	4.5	Elizabethtown	Leeds and Grenville	14,938.35
237	Lafontaine-Cedar Point	6.0	Tiny	Simcoe	700.00
239	Wingham to Powell's School	3.5	Turnberry	Huron	12,203.00
240	Lower Faraday Road	12.5	Faraday	Hastings	2,992.18
242	Bancroft Drive	5.5	McKim and Neelon and Carson	Sudbury	53,574.11
243	Burnt Lands Road	1.8	Huntley	Carleton	2,444.71
244	Dee Bank Hill	1.0	Watt	Muskoka	4,709.09
245	Middle River Bridge Approach	0.5	McKellar	Parry Sound	6,499.08
246	Burdan Lake Road	2.8	Armour	Parry Sound	4,990.30
247	Bernard Lake, east and south	1.2	Strong	Parry Sound	3,983.82
247	Carrying Place-Rethersville	8.0	County	Prince Edward	30,000.00
248	Pine Grove-West Plain	2.5	Richmond	Lennox and Addington	3,000.00
250	Pilgrim Bridge	0.5	Raglan	Renfrew	4,849.40
251	Hampton to Kirby	6.8	County	Northumberland and Durham	47,000.00
252	Balleboro, easterly	4.3	South Monaghan	Northumberland and Durham	15,000.00
253	Lan son Road	4.5	Crooks and Pardee	Thunder Bay	9,771.79
254	Concess I/II	3.0	Blake	Thunder Bay	1,752.57
255	King's Highway No. 16 to Campbell's School	2.0	Edwardsburg	Leeds and Grenville	7,998.70
256	Maynard Road Extension	1.0	Augusta	Renfrew	4,986.37
257	King's Highway No. 62 to Carson Lake	3.8	Alice and Fraser	Renfrew	12,326.47
258	Beachburg to Forester's Falls	5.0	Ross and Westmeath	Renfrew	19,825.36
259	King's Highway No. 90 to Minesing	7.2	Vespra	Simcoe	20,945.99
260	Concession XII/XIII	6.5	Sunnidale	Simcoe	11,044.14
261	Mono Mills to Hockley Road	4.5	Mono	Dufferin	19,997.66
262	Prestonvale Road	1.8	Drummond	Lanark	8,022.53
263	Anderson Road	3.5	Jaffray and Melick	Kenora	19,657.55
265	Hymer's Road	4.0	Gillies	Thunder Bay	12,889.69
266	West Guilford-Eagle Lake	5.0	Dysart et al.	Halliburton	16,764.51
267	Union Hall Road	1.2	Ramsay	Lanark	15,167.49
268	Scotch Corners Road	3.5	Beckwith	Lanark	30,611.59
269	Ensedale-Kearney	5.0	Perry	Parry Sound	5,846.41
270	Thomson's Corners- Matawatchesan	3.0	Griffith and Matawatchesan	Renfrew	4,999.98
271	Russell-Embrun Road	6.0	County	Prescott and Russell	33,996.63
272	Lindsay By-pass	3.3	County	Victoria	15,622.81
273	Ramsay Lake Road	2.2	McKim	Sudbury	12,000.00
275	Corbeil to Lake Nosbonsing	5.0	East Ferris	Nipissing	19,921.69
276	Centre Road	3.8	Calvin	Nipissing	6,771.65
277	Culvert and Fill Lot 9, Con. IV	0.3	Chisholm	Nipissing	1,998.90
278	Houghton Bay Road	2.5	Bastard and Burgess south	Leeds and Grenville	10,812.90
279	Acton Corner to Oxford Mills	2.0	Oxford-on-Rideau	Leeds and Grenville	6,000.00
280	Hanesville to Dixon's Corners	2.8	Matilda	Stormont, Dundas and Glengarry	21,719.64
281	Kilbrinie to King's Highway No. 2	1.2	Pittsburgh	Frontenac	5,998.56
282	Hybla Road	3.2	Monteagle and Herschel	Hastings	3,063.20
283	Roads in Concession B	2.6	Springer	Nipissing	10,000.00
284	Chaffey's Lock Road	4.2	County	Leeds and Grenville	18,808.84
285	Escott to Escott Centre	2.5	Escott Front	Leeds and Grenville	5,361.15
286	Larder Lake Englehart	4.0	Larder Lake	Temiskaming	4,999.63
287	Swamp Road	3.3	Nepean	Carleton	2,673.79
	TOTAL	666.9		TOTAL	\$1,662,061.10

TOTAL...

Maintenance: two bridges repaired; 92,000 c.y. crushed gravel applied.

Purchases: 4 dump trucks, 4 pick-up trucks, 23 acres.

Perth—Construction: 12 miles mulch, 4 miles reconstruction; 5 bridges, 42 pipe culverts.

Maintenance: 1 bridge and 2 culverts repaired; 38,000 c.y. crushed gravel resurfacing, 134 miles calcium dust layer.

Waterloo—Construction: 10.37 miles reconstruction; 8 bridges, 3 culverts, 4 metal arch and 1,076 pipe culverts.

Maintenance: 13.5 miles double surface treatment; 20 bridges and 150 culverts repaired.

Purchases: 3 tractors, 2 trucks, 1 spray tank and 1 spreader.

Wellington—Construction: 18 miles mixed macadam, 10.7 miles l.c. bituminous; 9 bridges, 1 culvert; 9,500 l.f. guide rail; 98,000 c.y. crushed gravel.

Maintenance: 33 miles surface treatment, 274 miles calcium dust layer, 117,800 c.y. crushed gravel; 9 bridges and 5 culverts repaired.

Purchases: 1 pick-up truck.

Townships—Construction: 1.3 miles mulch, 106 miles reconstruction, 44 bridges, 38 culverts, 4 metal arch and 631 pipe culverts; 2 machinery sheds.

Maintenance: 5.1 miles surface treatment, 7 miles oil and 428 miles calcium dust layer; 9,600 c.y. pit run and 513,000 c.y. crushed gravel; 53 bridges and 203 culverts repaired.

Purchases: 6 graders, 5 trucks, 1 tractor, 2 loaders, 2 mowers, 1 sprayer, 9.5 acres widening and 1 gravel pit.

DISTRICT 4—(5 counties, 39 townships, 2 Indian reserves, 26 urban municipalities)

Brant—Construction: 7.5 miles mulch, 8 miles reconstruction (17,000 c.y. crushed stone); 2 culverts, 19 pipe culverts.

Maintenance: 6.5 miles surface treatment, 6 miles dust laying; 2 bridges repaired.

Purchases: 1 concrete mixer, 1 vibrator, 1 loader, 7 acres.

Haldimand—Construction: 2.4 miles double surface treatment, 5.19 miles stone base; 3 bridges, 1 culvert, 6 pipe culverts.

Maintenance: 2.5 miles surface treatment, 18 miles dust laying, 10,440 tons crushed stone resurfacing; 1 bridge repaired.

Purchases: 1 loader.

Lincoln—Construction: 2.25 miles hot mix, 6 miles reconstruction; 3 bridges, 7 culverts, 16 pipe culverts.

Maintenance: 36 miles surface treatment, 11 miles dust laying, 11,700 tons crushed stone resurfacing; 6 bridges, 18 culverts repaired.

Purchases: 3 trucks, 1 air compressor, 2 tractor-mowers, 9 acres.

Welland—Construction: 3.6 miles hot mix, 11 miles double surface treatment, 6.25 miles stabilization; 5 bridges, 5 pipe culverts.

Maintenance: 11 miles surface treatment, 20 miles dust laying, 10,500 tons crushed stone resurfacing; 2 bridges, 11 culverts repaired.

Purchases: 4 trucks, 1 chip spreader, 1 tractor-mower, 1 highway marker.

Wentworth—Construction: 27 miles double surface treatment, 2 miles reconstruction (4,800 c.y. crushed gravel).

Maintenance: 2 miles surface treatment, 50 miles dust laying, 10,650 tons crushed stone resurfacing; 3 bridges, 144 culverts repaired.

Purchases: 2 trucks, 3.33 acres.

Townships—Construction: 14.33 miles double surface treatment, 135.35 miles reconstruction (5,800 c.y. pit run, 20,550 c.y. crushed gravel, 40,400 tons crushed stone); 20 bridges, 49 culverts, 288 pipe culverts.

Maintenance: 13 miles hot mix re-graded, 60.6 miles surface treatment, 690 miles dust laying, 11,260 c.y. pit run, 65,000 c.y. crushed gravel, 281,800 tons crushed stone resurfacing; 58 bridges, 356 culverts repaired.

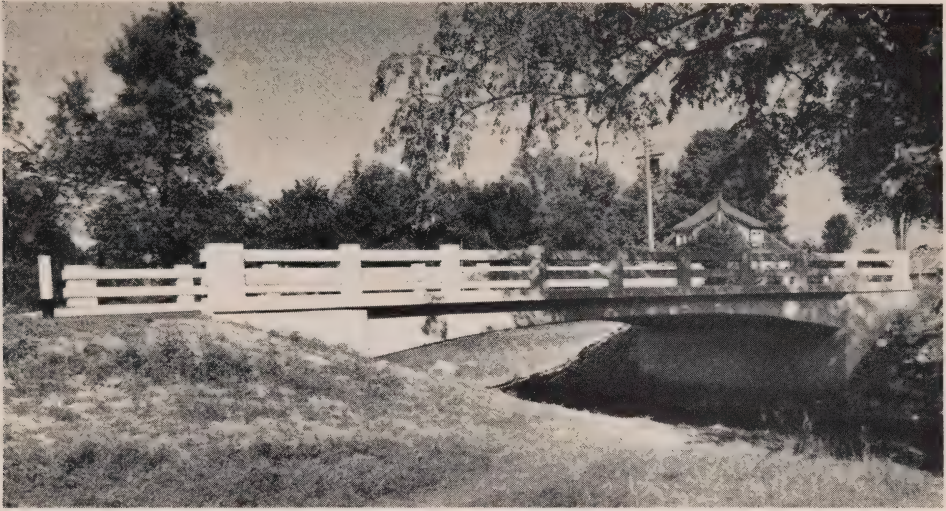
Purchases: 18 trucks, 11 graders, 3 tractors, 3 plows, 4 loaders, 4 mowers, 2 rollers, 4 spreaders, 2 sprayers, 5.63 acres.

DISTRICT 5—(3 counties, 40 township units, 29 urban municipalities)

Bruce—Construction: 11.30 miles mulch, 4.2 miles new grade (35,400 c.y. pit run and 11,400 c.y. crushed gravel); 2 bridges (one 100-ft. span), 1 concrete and 44 pipe culverts.

Maintenance: 13.3 miles bituminous surface treatment, 22.0 miles prime and 158 miles calcium, 23,000 c.y. crushed gravel resurfacing; 5 bridges and 30 culverts repaired.

Purchases: 1 sweeper, 1 tractor blade, 1 tire remover, 39.36 acres.



Bridge over Raisin River at Village of St. Andrews West on Cornwall Suburban Road No. 16.

Dufferin—Construction: 7.0 miles new grade, 12,300 c.y. crushed gravel; 1 bridge, 34 pipe culverts.

Maintenance: 12.0 miles bituminous surface treatment, 21.0 miles calcium, 27,000 c.y. crushed gravel resurfacing; 1 bridge and 10 culverts repaired.

Purchases: 1 grader and plow, 1 truck, 1 loader, 2 acres.

Grey—Construction: 7.5 miles new grade (25,900 c.y. pit run, and 8,200 c.y. crushed gravel); 2 miles mulch, 65 pipe culverts.

Maintenance: 7.5 miles bituminous surface treatment, 30.75 miles prime, 170 miles calcium, 60,500 tons crushed gravel resurfacing; 2 bridges and 56 culverts repaired.

Purchases: 1 grader and plow, 3.5 acres.

Townships—Construction: 1.25 miles mulch, 111.8 miles new grade (69,700 c.y. pit run and 70,560 c.y. crushed gravel); 4 timber, 1 metal arch, and 12 concrete bridges, 41 concrete, 37 metal arch and 644 pipe culverts.

Maintenance: 2.0 miles prime, 3.5 miles bituminous surface treatment, 187.0 miles calcium, 57,000 c.y. pit run and 348,000 c.y. crushed gravel resurfacing; 68 bridges and 310 culverts repaired.

Purchases: 8 graders (7 with plow and wing), 2 mowers, 1 truck, 5.0 acres.

DISTRICT 6—(4 counties, 37 townships, 1 Indian reserve, 41 urban municipalities, 1 metropolitan area)

Halton—Construction: 5 miles reconstruction (18,000 c.y. granular base); 2 bridges, 35 pipe culverts.

Maintenance: 6 miles surface treatment, 5 miles ditching, 22,000 c.y. crushed gravel resurfacing; 4 bridges repaired.

Purchases: 2 trucks, 1 crawler tractor, dozer and loader, 2 sand spreaders, 1 steel tank.

Peel—Construction: 3 miles asphaltic concrete, 1.5 miles stabilized base, 25 miles new grade (10,000 granular base and 16,000 c.y. crushed gravel); 2 bridges.

Maintenance: 22 miles surface treatment, 13.5 miles ditching, 42 miles prime, 2,300 c.y. pit run and 46,500 c.y. crushed gravel; 3 bridges and 41 culverts repaired.

Purchases: 1 grader, 1 truck, 1 tractor loader, 1 sand spreader, 1 car.

Simcoe—Construction: 6.0 miles asphaltic concrete, 3 miles mulch, 2 miles new grade (9,000 c.y. pit run and 12,000 c.y. crushed gravel), 500 l.f. guide rail; 4 bridges and 32 pipe culverts.

Maintenance: 10 miles surface treatment, 81.5 miles prime, 2.2 miles ditching, 18,500 c.y. pit run, 9,000 c.y. crushed gravel, 1,000 c.y. crushed stone; 3 bridges and 65 culverts repaired.

Purchases: 1 grader, 1 crawler tractor, dozer and scraper, 22.9 acres widening.

York—Construction: 11 miles reconstruction (7,700 c.y. crushed gravel); 3 bridges, 4 metal arch culverts.

Maintenance: 44 miles surface treatment, 4 miles prime, 10 miles ditching, 3,300 c.y. crushed gravel; 10 bridges and 76 culverts repaired.

Metropolitan Toronto—Construction: 10 miles asphaltic concrete, 12 miles mulch, 5 miles new grade (31,700 c.y. pit run, 4,000 c.y. crushed gravel), 1900 l.f. guide rail; 2 bridges, 8 culverts, 65 pipe culverts.

Maintenance: 50 miles surface treatment, 40 miles oil and 10 miles calcium dust laying; 155 miles ditching; 1,200 c.y. pit run, 11,000 c.y. crushed gravel and 3,000 tons crushed stone resurfacing; 25 bridges and 20 culverts repaired.

Purchases: 32 trucks, 4 tractors, 2 plows, 1 mower, 1 car, 1.4 acres.

Townships—Construction: 5 miles asphaltic concrete, 25.5 miles mulch, 79.2 miles new grade (86,800 c.y. pit run, 38,500 c.y. crushed gravel and 11,500 tons crushed stone), 11.5 miles stabilized base; 47 bridges, 95 culverts, 1,186 pipe culverts.

Maintenance: 308.6 miles surface treatment, 673.4 miles prime; 89,000 c.y. pit run, 381,000 c.y. crushed gravel and 166,000 tons crushed stone resurfacing; 158 bridges and 888 culverts repaired.

Purchases: 10 graders, 1 crawler tractor, 3 tractor loaders, 4 tractors, 3 mowers, 10 trucks, 6 sand spreaders, 1 compressor, 24 acres.

DISTRICT 7—(3 county units, 37 township units, 17 urban municipalities)

Northumberland and Durham—Construction: 16.5 miles mulch, 12.2 miles reconstruction (46,900 c.y. pit run, 135 c.y. crushed gravel), 4,000 l.f. guide rail; 1,580 l.f. underdrainage, 1 bridge, 1 culvert, 71 pipe culverts.

Maintenance: 3 miles surface treatment, 201.5 miles dust laying, 6.5 miles ditching, 4,580 c.y. pit run, 1,280 c.y. crushed gravel resurfacing; 2 bridges, 5 culverts repaired.

Purchases: 3 trucks, 1 loader, 1 sprayer, 1 chain saw, 8 acres.

Peterborough—Construction: 5 miles asphaltic concrete, 6.3 miles mulch, 5 miles reconstruction (1,300 c.y. pit run, 2,500 c.y. crushed gravel), 970 rods guide rail; 4 bridges, 31 pipe culverts; Gannon's Causeway completed.

Maintenance: 2.5 miles surface treatment, 7 miles prime and 143 miles calcium dust laying, 13,300 c.y. crushed gravel resurfacing; 11 bridges, 7 culverts repaired.

Purchases: 11.5 acres widening.

Prince Edward—Construction: 5.78 miles mulch, 0.36 miles reconstruction; 1 bridge.

Maintenance: 3.12 miles surface treatment, 26 miles prime and 80 miles calcium dust laying, 8,800 c.y. pit run and 11,000 c.y. crushed gravel resurfacing; 1 bridge repaired.

Purchases: 1 tractor float, 1 patching mixer, 1 loader, 3.2 acres.

Townships—Construction: 1 mile hot mix, 23.75 miles mulch, 67.25 miles reconstruction (58,000 c.y. pit run, 25,000 c.y. crushed gravel); 15 bridges, 25 culverts, 72 metal arch and 420 pipe culverts.

Maintenance: 8 miles surface treatment, 16 miles prime, and 217 miles calcium dust laying, 78,000 c.y. pit run and 144,000 c.y. crushed gravel resurfacing; 69 bridges, 366 culverts repaired.

Purchases: 6 trucks, 1 loader, 1 plow, 2 sprayers, 9.35 acres widening and 5 acres gravel deposits.

DISTRICT 8—(4 county units, 42 township units, 1 Indian reserve, 18 urban municipalities)

Frontenac—Construction: 2.1 miles mulch, 9 miles reconstruction (8,500 c.y. crushed stone), 27 pipe culverts.

Maintenance: 5.4 miles surface treatment, 70 miles dust laying, 7 miles ditching, 6,800 c.y. crushed stone resurfacing; 8 bridges, 14 culverts repaired.

Purchases: 1 grader, 3 brush sprayers, 17 acres.

Hastings—Construction: 0.25 miles asphaltic concrete, 3.75 miles double surface treatment, 3.75 miles reconstruction, 400 l.f. guide rail; 2 bridges, 32 pipe culverts.

Maintenance: 19 miles surface treatment, 166 miles dust laying, 3.5 miles ditching, 2,250 c.y. pit run, 10,200 c.y. crushed gravel, 6,800 c.y. crushed stone resurfacing; 18 bridges, 14 culverts repaired.

Purchases: 1 tractor-mower with loader, 7 acres.

Leeds and Grenville—Construction: 2.3 miles mulch, 3.6 miles reconstruction (3,000 c.y. crushed gravel, 700 c.y. crushed stone); 500 l.f. guide rail; 7 pipe culverts.

Maintenance: 30.9 miles surface treatment, 97 miles dust laying, 4,600 c.y. crushed gravel, 4,450 c.y. crushed stone resurfacing; 6 bridges, 44 culverts repaired.

Purchases: 20 acres widening.

Lennox and Addington—Construction: 1 mile reconstruction, (1,200 c.y. pit run, 330 c.y. crushed stone), 700 l.f. guide rail; 2 bridges, 6 culverts, 25 pipe culverts.

Maintenance: 59 miles surface treatment, 22 miles dust laying, 14,000 c.y. crushed stone resurfacing; 1 bridge repaired.

Purchases: 1 truck, 1 loader, 1 brush saw, 9 acres widening.

Townships—Construction: 1 mile mulch, 2.25 miles stabilized base, 29.5 miles reconstruction (6,700 c.y. pit run, 15,000 c.y. crushed gravel, 3,100 c.y. crushed stone), 1,270 l.f. guide rail, 1 bridge, 30 culverts, 233 pipe culverts.

Maintenance: 17.36 miles surface treatment, 227 miles dust laying, 68.2 miles ditching, 81,600 c.y. pit run, 63,300 c.y. crushed gravel, 70,100 c.y. crushed stone resurfacing; 80 bridges and 627 culverts repaired.

Purchases: 3 graders, 1 dozer, 1 tractor, 2 trucks, 2 shovels, 1 sprayer, 1 sander.

DISTRICT 9—(4 county units, 47 township units, 23 urban municipalities)

Carleton—Construction: 4 miles hot mix, 1.8 miles mulch, 6.5 miles reconstruction (30,200 c.y. pit run, 3,800 c.y. crushed gravel); 2,000 l.f. guide rail, 3 bridges, 1 metal arch, 19 pipe culverts.

Maintenance: 22 miles surface treatment, 56 miles dust laying, 30,600 c.y. pit run, 22,600 c.y. crushed gravel, 900 tons crushed stone resurfacing; 1 bridge, 41 culverts repaired.

Purchases: 3 trucks, 1 tractor loader, 1 plow, 8.3 acres widening.

Lanark—Construction: 0.5 mile hot mix, 1 mile mulch, 3 miles reconstruction (18,670 c.y. pit run, 3,060 c.y. crushed gravel); 2 bridges, 1 metal arch, 12 pipe culverts.

Maintenance: 12.7 miles surface treatment, 114 miles dust laying, 10,290 c.y. pit run and 14,300 c.y. crushed gravel resurfacing; 5 bridges and 48 culverts repaired.

Purchases: 1 tractor, 1 loader, 1 mower, 3.85 acres widening.

Prescott and Russell—Construction: 3.3 miles mulch, 5.15 miles double surface treatment, 11 miles reconstruction (25,000 c.y. pit run, 6,600 c.y. crushed gravel); 2 metal arch culverts.

Maintenance: 100 miles dust laying, 3,000 c.y. pit run, 30,000 c.y. crushed gravel, 20,000 c.y. crushed stone resurfacing; 4 bridges, 5 culverts repaired.

Purchases: 1 truck with plow and wing, 12 acres widening.

Stormont, Dundas and Glengarry—Construction: 2 miles plant mix, 20 miles bituminous surface, 12 miles reconstruction (44,500 c.y. pit run, 11,850 c.y. crushed gravel); 3 bridges, 5 culverts, 20 pipe culverts.

Maintenance: 100 miles dust laying, 8,600 c.y. pit run, 11,200 c.y. crushed gravel resurfacing.

Purchases: 1 truck, 27 acres diversions and widening.

Townships—Construction: 44 miles reconstruction (14,200 c.y. pit run, 12,200 c.y. crushed gravel, 4,800 c.y. crushed stone); 30 bridges, 20 culverts, 396 pipe culverts.

Maintenance: 126,500 c.y. pit run, 203,950 c.y. crushed gravel, 15,000 c.y. crushed stone resurfacing; 158 bridges, 471 culverts repaired.

Purchases: 1 crusher outfit, 2 graders, 8 trucks, 2 tractor mowers, 24.4 acres widening.

DISTRICT 10—(1 county, 40 township units, 12 urban municipalities, 1 statute labour board, 4 unorganized units)

Renfrew—Construction: 10.5 miles mulch, 15.5 miles stabilization, 3.8 miles reconstruction, (12,000 c.y. pit run, 1,500 c.y. crushed gravel); 2,370 l.f. guide rail, 1 bridge (Claybank), 3 culverts, 57 pipe culverts.

Maintenance: 90 miles dust laying, 12.5 miles ditching, 1,400 c.y. pit run, 5,000 c.y. crushed gravel resurfacing, 8 culverts repaired.

Purchases: 1 truck, 8 acres widening.

Townships—Construction: 5.25 miles reconstruction (9,200 c.y. pit run, 1,470 c.y. crushed gravel), 27.5 miles graded; 3 bridges, 31 culverts, 221 pipe culverts.

Maintenance: 44 miles dust laying, 250 miles ditching, 103,900 c.y. pit run, 7,300 c.y. crushed gravel and stone resurfacing; 82 bridges and 350 culverts repaired.

Purchases: 3 trucks, 2 graders, 1 dozer, 1 mower, 1 loader, 3 acres widening.

DISTRICT 11—(2 counties, 1 provisional county, 1 district, 52 townships, 19 urban municipalities, 2 statute labour boards, 4 unorganized units)

Ontario—Construction: 4.8 miles mixed macadam, 7.2 miles mulch, 13.5 miles reconstruction (52,000 c.y. pit run, 12,000 c.y. crushed gravel), 2 miles base stabilization, 1,100 l.f. guide rail; 2 bridges, 1 metal arch, 25 pipe culverts.

Maintenance: 25.6 miles surface treatment, 17.8 miles oil and 50 miles calcium dust laying, 5,100 c.y. pit run, 21,000 c.y. crushed gravel, 6,000 c.y. crushed stone resurfacing; 7 bridges and 24 culverts repaired.

Purchases: 2 trucks, 2 loaders, 1 acre widening.

Victoria—Construction: 3.4 miles mixed macadam, 5.5 miles mulch, 9 miles reconstruction; 1 bridge, 30 pipe culverts.

Maintenance: 7 miles surface treatment, 7.6 miles prime, 136 miles dust laying, 5 miles ditching, 13,500 c.y. pit run, 29,000 c.y. crushed gravel, 3,260 tons crushed stone resurfacing; 20 bridges and 30 culverts repaired.

MEMORIAL BRIDGES



Bridge at New Hamburg, above, is a memorial to the late D. J. Emrey, M.C., P. Eng., who was Waterloo County Engineer from 1932 until his death in 1953.



Illustration above shows bridge on Huron County Road near Auburn which was named in honour of the late T. R. Patterson, P. Eng., who was Huron County Engineer from June 9, 1932, when he succeeded his father, until his death on November 28, 1951. He was succeeded by his son, County Engineer Peter Patterson, B.A.Sc., P. Eng.

Purchases: 1 truck, 1 tractor, 1 loader, 1.19 acres widening.

Townships—Construction: 10 miles mulch, 9 miles stabilization, 33 miles new grade (14,500 c.y. pit run, 12,000 c.y. crushed gravel, 1,500 c.y. crushed stone), 600 l.f. guide rail; 65 culverts, 268 pipe culverts.

Maintenance: 7 miles surface treatment, 22 miles oil and 187 miles calcium dust laying, 71 miles ditching, 121,000 c.y. pit run, 87,000 c.y. crushed gravel, 5,600 tons crushed stone resurfacing; 192 bridges, 927 culverts repaired.

Purchases: 1 crushing plant, 9 trucks, 5 loaders, 1 tractor-mower, 25.5 acres re-alignment and widening.

DISTRICT 12—(18 townships, 4 Indian reserves, 9 urban municipalities, 18 statute labour boards, 6 unorganized units)

Organized townships—Construction: 5 miles mulch, 14 acres cleared, 7 miles reconstruction (8,000 c.y. pit run, 6,000 c.y. crushed gravel), 150 l.f. guide rail; 4 bridges, 21 culverts, 61 pipe culverts.

Maintenance: 38 miles dust laying, 53 miles ditching, 49,100 c.y. pit run, 12,730 c.y. crushed gravel, 3,760 tons crushed stone resurfacing; 31 bridges, 315 culverts repaired.

Purchases: 2 graders, 1 truck, 1 V-plow.

Statute labour townships—Construction: 0.5 acre cleared, 0.5 mile reconstruction; 8 bridges, 54 culverts, 319 pipe culverts.

Maintenance: 53 miles ditching, 42,000 c.y. pit run gravel resurfacing; 56 bridges, 425 culverts repaired.

Unorganized units—Construction: 3.75 acres cleared, 3.75 miles reconstruction (8,240 c.y. pit run); 3 culverts, 74 pipe culverts.

Maintenance: 9,950 c.y. pit run, 330 c.y. crushed gravel, 3,200 c.y. sand resurfacing.

DISTRICT 13—(18 organized townships, 6 urban municipalities, 17 statute labour boards, 29 unorganized units)

Organized townships—Construction: 2.75 miles mulch, 4.5 miles new grade; 5 bridges, 16 culverts, 90 pipe culverts.

Maintenance: 45,000 c.y. pit run, 8,800 c.y. crushed gravel resurfacing; 48 bridges, 280 culverts repaired.

Purchases: 1 grader, 2 trucks, 1 plow and wing.

Statute labour and unorganized units—Construction: 0.10 miles new grade; 2 bridges, 15 culverts, 75 pipe culverts.

Maintenance: 17.85 miles ditching, 31,600 c.y. pit run resurfacing; 36 bridges, 112 culverts repaired.

DISTRICT 14—(26 organized townships, 9 urban municipalities, 23 statute labour boards, 59 unorganized units)

Organized townships—Construction: 2.5 miles new grade; 5 bridges, 3 culverts, 50 pipe culverts.

Maintenance: 35,000 c.y. pit run, 18,000 c.y. crushed gravel, 6,000 c.y. crushed stone resurfacing; 103 miles brushing, 38 bridges, 96 culverts repaired.

Purchases: 1 truck with plow and wing, 1 snow blower.

Statute labour townships—Construction: 8 acres cleared, 1 mile new road (300 c.y. pit run); 4 bridges.

Maintenance: 41,000 c.y. pit run resurfacing, 70 miles brushing; 51 bridges, 133 culverts repaired.

DISTRICT 16—(6 organized township units, 2 improvement districts, 6 urban municipalities, 26 statute labour boards, 12 unorganized units)

Organized townships—Construction: 0.24 miles new road (350 c.y. pit run); 5 bridges, 2 pipe culverts.

Maintenance: 6.62 miles ditching, 17.33 miles brushing, 30,560 c.y. pit run resurfacing; 19 bridges, 82 culverts repaired.

Purchases: 1 grader, plow and wing, 1 asphalt sprayer.

Statute labour and unorganized units—Construction: 6 acres clearing, 3.53 miles new grade (1,000 c.y. pit run, 9,860 c.y. sand and clay); 6 bridges, 55 pipe culverts.

Maintenance: 31 miles ditching, 99 miles brushing, 32,400 c.y. pit run, 6,300 c.y. sand and clay resurfacing; 45 bridges, 91 culverts repaired.

DISTRICT 17—(24 organized townships, 5 Indian reserves, 10 urban municipalities, 15 statute labour boards, 44 unorganized units)



Parry Bridge on Keil Drive, municipal road in the Kent County Townships of Raleigh and East Dover, near Chatham.

Organized township units—Construction: 0.6 miles hot mix, 1.3 miles mulch, 4.1 miles reconstruction (24,990 c.y. pit run, 1,100 c.y. crushed gravel); 3 bridges, 3 culverts, 66 pipe culverts.

Maintenance: 6.75 miles surface treatment, 81,160 c.y. pit run, 12,600 c.y. crushed gravel resurfacing, 94.5 miles ditching, 67.35 miles brushing; 48 bridges, 466 culverts repaired.

Purchases: 3 graders, 1 sand spreader, 3 trucks.

DISTRICT 18—(18 organized townships, 9 Indian reserves, 8 urban municipalities, 12 statute labour boards, 40 unorganized units)

Organized townships—Construction: 4 miles new grade (12,300 c.y. pit run), 5 acres cleared, 3 bridges, 9 culverts, 72 pipe culverts.

Maintenance: 81 miles ditching, 49 miles oil and 37 miles calcium dust laying, 23,000 c.y. pit run resurfacing; 23 bridges, 124 culverts repaired.

Purchases: 1 grader, 1 snow blower, 1 scarifier, 1 sprayer.

Statute labour and unorganized units—Construction: 7.75 miles new grade; 5 bridges, 63 pipe culverts.

Maintenance: 44 miles ditching, 59 miles brushing, 16,000 c.y. pit run resurfacing; 19 bridges, 41 culverts repaired.

DISTRICT 19—(16 organized townships, 3 urban municipalities, 22 statute labour boards, 7 unorganized units)

Organized townships—Construction: 4.5 miles mulch, 24 miles reconstruction (72,500 c.y. pit run, 1,800 c.y. crushed gravel), 500 l.f. guide rail; 18 bridges, 47 culverts, 80 pipe culverts.

Maintenance: 12 miles surface treatment, 25 miles oil and 34 miles calcium dust laying, 4,500 c.y. pit run, 2,300 c.y. crushed gravel resurfacing; 49 bridges, 186 culverts repaired.

Purchases: 3 graders, 1 roller, 1 loader, 1 truck.

Statute labour and unorganized units—Construction: 8 acres cleared, 3 miles new grade (5,250 c.y. pit run); 3 bridges, 14 culverts, 7 pipe culverts.

Maintenance: 35 miles ditching, 32.75 miles brushing, 8,900 c.y. pit run resurfacing; 27 bridges, 85 culverts repaired.

DISTRICT 20—(19 township units, 6 urban municipalities, 24 statute labour boards, 39 unorganized units)

Organized townships—Construction: 25 acres cleared, 2.4 miles new grade; 7 culverts, 7 pipe culverts.

Maintenance: 14.8 miles ditching, 2 miles dust laying, 292 miles brushing, 46,000 c.y. pit run, 870 c.y. crushed gravel resurfacing; 24 bridges, 181 culverts repaired.

Purchases: 2 graders, 1 truck, 1 sprayer.

Statute labour and unorganized units—Construction: 0.10 miles new grade (500 c.y. pit run); 1 culvert, 7 pipe culverts.

Maintenance: 45.7 miles ditching, 82 miles brushing, 40,900 c.y. pit run, 410 c.y. crushed gravel, 830 c.y. clay resurfacing; 23 bridges, 207 culverts repaired.

APPENDIX No. 1

**DEPARTMENT EXPENDITURES ON KING'S HIGHWAYS, DEVELOPMENT ROADS,
ROADS IN UNINCORPORATED TOWNSHIPS, ETC.
BY COUNTIES AND DISTRICTS**

April 1st, 1954 to March 31st, 1955

COUNTY	CONSTRUCTION	MAINTENANCE	TOTAL
Brant:			
Highway No. 2.....	\$ 34,759.27	\$ 76,246.30	\$ 111,005.57
“ “ 5.....	11,128.34	17,771.42	28,899.76
“ “ 24.....	26,113.15	35,055.93	61,169.08
“ “ 24A.....	295.87	12,030.61	12,326.48
“ “ 53.....	5,339.82	40,530.39	45,870.21
“ “ 54.....	.....	77,705.81	77,705.81
“ “ 99.....	.....	12,971.29	12,971.29
Miscellaneous Surveys.....	17.82	.....	17.82
Connecting Link:			
Town of Paris.....	.....	202.45	202.45
	\$ 77,654.27	\$ 272,514.20	\$ 350,168.47
Bruce:			
Highway No. 4.....	\$ 106.00	\$ 41,029.77	\$ 41,135.77
“ “ 6.....	42,575.47	198,466.08	241,041.55
“ “ 9.....	1,349.81	76,826.80	78,176.61
“ “ 21.....	25,951.75	112,692.38	138,644.13
“ “ 86.....	16,749.01	24,687.15	41,436.16
Miscellaneous Surveys.....	166.00	.....	166.00
Connecting Links:			
Town of Hanover.....	.....	243.82	243.82
Town of Kincardine.....	.....	3,031.61	3,031.61
Village of Lucknow.....	.....	405.05	405.05
Village of Mildmay.....	.....	308.73	308.73
Village of Teeswater.....	16,299.22	405.38	16,704.60
Town of Walkerton.....	.....	2,038.05	2,038.05
	\$ 103,197.26	\$ 460,134.82	\$ 563,332.08
Carleton:			
Highway No. 15.....	\$ 351,303.65	\$ 120,510.32	\$ 471,813.97
“ “ 16.....	14,706.80	176,518.83	191,225.63
“ “ 17.....	196,248.06	130,400.05	326,648.11
“ “ 29.....	2,183.91	9,069.02	11,252.93
“ “ 31.....	11,699.61	38,446.06	50,145.67
“ “ 44.....	192,859.81	16,610.75	209,470.56
Connecting Link:			
Town of Eastview.....	.....	939.45	939.45
Development Roads:			
Torbolton Side Road.....	4,467.80	.....	4,467.80
15th Side Road.....	2,998.96	.....	2,998.96
Burnt Lands Road.....	2,444.71	.....	2,444.71
Swamp Road.....	2,673.79	.....	2,673.79
	\$ 781,587.10	\$ 492,494.48	\$ 1,274,081.58
Dufferin:			
Highway No. 9.....	\$ 353,284.40	\$ 48,282.12	\$ 401,566.52
“ “ 10.....	13,913.30	114,706.20	128,619.50
“ “ 24.....	11,245.36	27,390.22	38,635.58
“ “ 89.....	291.57	36,163.32	36,454.89
“ “ 104.....	11,671.66	7,127.10	18,798.76
Connecting Links:			
Town of Orangeville.....	.....	—214.16	214.16
Village of Shelburne.....	.....	1,719.97	1,719.97
Development Road:			
Hockley Road.....	19,997.66	.....	19,997.66
	\$ 410,403.95	\$ 235,603.09	\$ 646,007.04

COUNTY		CONSTRUCTION	MAINTENANCE	TOTAL
Elgin:				
Highway No. 3		\$ 13,632.58	\$ 109,855.51	\$ 123,488.09
" " 4		32,342.95	17,176.97	49,519.92
" " 19		6,003.22	19,978.25	25,981.47
" " 73		2,425.51	29,138.85	31,564.36
" " 74		7,573.75	11,043.05	18,616.80
" " 75		5.13	3,402.12	3,407.25
" " 76		6.84	4,459.79	4,466.63
" " 77		131.99	5,629.59	5,761.58
" " 401		7,211.42		7,211.42
Sidewalk:				
Lambeth		525.00		525.00
		\$ 69,858.39	\$ 200,684.13	\$ 270,542.52
Essex:				
Highway No. 2		\$ 9,484.40	\$ 52,369.78	\$ 61,854.18
" " 2B			870.18	870.18
" " 3		2,862.77	45,291.80	48,154.57
" " 3B			4,133.70	4,133.70
" " 18		32,021.50	41,553.81	73,575.31
" " 18A		10,121.22	20,524.71	30,645.93
" " 39		15,892.19	19,806.02	35,698.21
" " 98		2,187.38	148,390.92	150,578.30
" " 107			950.45	950.45
" " 114			1,129.03	1,129.03
" " 401		491,702.35	1,325.03	493,027.38
Pelee Island			8,659.54	8,659.54
Miscellaneous Surveys		1,572.62		1,572.62
Connecting Links:				
Town of Essex			760.93	760.93
Town of Ojibway			219.04	219.04
Town of Harrow			208.07	208.07
Town of Kingsville			428.77	428.77
Town of La Salle			603.26	603.26
Town of Leamington			198.40	198.40
Town of Tecumseh			240.10	240.10
		\$ 565,844.43	\$ 347,663.54	\$ 913,507.97
Frontenac:				
Highway No. 2		\$ 1,213.99	\$ 278,893.42	\$ 280,107.41
" " 7		382,291.46	48,162.58	430,454.04
" " 15		9,340.39	84,624.34	93,964.73
" " 33		637.28	10,942.19	11,579.47
" " 38		37,456.26	92,320.70	129,776.96
" " 41			15,639.54	15,639.54
" " 95		566.12	21,085.76	21,651.88
" " 96		2,204.59	58,055.04	60,259.63
" " 401		1,042,111.65		1,042,111.65
Ferries		63,307.29	64.50	63,371.79
Miscellaneous Surveys		1,332.66		1,332.66
Sidewalk:				
Cataquai		2,247.30		2,247.30
Development Roads:				
Clarendon Southerly to Hwy. No. 7			17,546.63	17,546.63
Plevna Westerly to Hwy. No. 41			50,276.15	50,276.15
Tamworth-Arden-Harlowe		48,957.67		48,957.67
Ardoch-Clarendon		15,817.72		15,817.72
County Road No. 11		9,943.67		9,943.67
Perth Road		38,046.63		38,046.63
Petworth Road		4,866.68		4,866.68
Snow Road		4,895.15		4,895.15
Kilbirnie to Hwy. No. 2		5,998.56		5,998.56
		\$1,671,235.07	\$ 677,610.85	\$2,348,845.92

COUNTY	CONSTRUCTION	MAINTENANCE	TOTAL
Grey:			
Highway No. 4.....	\$ 102,443.56	\$ 75,365.92	\$ 177,809.48
“ “ 6.....	18,133.22	133,188.61	151,321.83
“ “ 10.....	7,235.90	321,336.93	328,572.83
“ “ 21.....	32,347.13	19,555.24	51,902.37
“ “ 24.....	4,867.33	7,777.00	12,644.33
“ “ 26.....	47,009.27	68,009.41	115,018.68
Miscellaneous Surveys.....	1,122.20	.....	1,122.20
Connecting Links:			
Village of Chatsworth.....	.....	322.49	322.49
Town of Durham.....	.....	1,741.47	1,741.47
Village of Flesherton.....	.....	1,064.23	1,064.23
Town of Hanover.....	.....	731.45	731.45
Village of Markdale.....	.....	967.48	967.48
Town of Meaford.....	.....	961.90	961.90
Town of Thornbury.....	.....	505.24	505.24
Development Roads:			
Balmy Beach Road.....	2,787.09	.....	2,787.09
Pyette Point-Big Bay.....	2,492.16	.....	2,492.16
Shallow Lake Road.....	97,012.92	.....	97,012.92
	\$ 315,450.78	\$ 631,527.37	\$ 946,978.15
Haldimand:			
Highway No. 3.....	\$ 11,385.97	\$ 102,281.30	\$ 113,667.27
“ “ 6.....	1,151.94	76,565.13	77,717.07
“ “ 54.....	2,173.97	47,170.44	49,344.41
“ “ 56.....	.....	16,181.61	16,181.61
Miscellaneous Surveys.....	23.18	.....	23.18
Connecting Links:			
Village of Caledonia.....	.....	95.37	95.37
Village of Cayuga.....	.....	99.70	99.70
Town of Dunnville.....	.....	341.93	341.93
Village of Hagersville.....	.....	433.50	433.50
Village of Jarvis.....	.....	490.38	490.38
	\$ 14,735.06	\$ 243,659.36	\$ 258,394.42
Halton:			
Highway No. 2.....	\$ 4,716.35	\$ 82,660.89	\$ 87,377.24
“ “ 5.....	15,663.35	48,307.52	63,970.87
“ “ 7.....	14,679.79	65,848.33	80,528.12
“ “ 20.....	3,727.48	2,238.11	5,965.59
“ “ 25.....	3,873.37	56,835.51	60,708.88
“ “ 122.....	97,705.82	4,352.18	102,058.00
“ “ 401.....	6,033.51	.....	6,033.51
Queen Elizabeth Way.....	140,701.35	127,999.18	268,700.53
Miscellaneous Surveys.....	2,800.30	.....	2,800.30
Connecting Links:			
Town of Acton.....	.....	258.16	258.16
Town of Burlington.....	.....	458.80	458.80
Town of Georgetown.....	.....	365.84	365.84
Town of Milton.....	.....	362.21	362.21
	\$ 289,901.32	\$ 389,686.73	\$ 679,588.05
Hastings:			
Highway No. 2.....	\$ 3,693.11	\$ 55,948.84	\$ 59,641.95
“ “ 7.....	148,737.08	48,517.00	197,254.08
“ “ 14.....	29,529.76	93,460.36	122,990.12
“ “ 28.....	31,273.38	30,611.66	61,885.04
“ “ 33.....	3,512.79	20,223.39	23,736.18
“ “ 37.....	31,973.40	52,416.94	84,390.34
“ “ 62.....	61,552.51	155,633.33	217,185.84
“ “ 401.....	605,784.81	.....	605,784.81
Miscellaneous Surveys.....	1,036.29	.....	1,036.29
Connecting Links:			
Village of Bancroft.....	.....	3,425.60	3,425.60

OLD AND NEW IN KAWARTHA LAKES



Upper picture shows former Gannons Narrows Floating Bridge, the last in Ontario. It was replaced in 1954 by Peterborough County Road causeway and Federal Department of Public Works Bridge below. Bridge is high enough for Trent Canal traffic which uses the Narrows.



COUNTY	CONSTRUCTION	MAINTENANCE	TOTAL
Hastings: (continued)			
Town of Deseronto.....		2,581.56	2,581.56
Village of Madoc.....		2,108.19	2,108.19
Village of Marmora.....	1,488.88	725.37	2,214.25
Development Roads:			
Kirkfield-Kinmount-Bancroft.....		46,480.36	46,480.36
Combermere-New Carlow.....		6,623.68	6,623.68
Maynooth Whitney.....		15,391.30	15,391.30
Bancroft-Herman.....		30,357.08	30,357.08
Frankford-Foxboro.....	25,000.00		25,000.00
Weslemkoon Lake Road.....	5,000.75		5,000.75
Fort Stewart-Boulter.....	4,999.92		4,999.92
Bessemer-Herman.....	4,996.44		4,996.44
Lower Faraday Road.....	2,992.18		2,992.18
Hybla Road.....	3,063.20		3,063.20
	\$ 964,634.50	\$ 564,504.66	\$1,529,139.16
Huron:			
Highway No. 4.....	\$ 5,077.49	\$ 106,010.06	\$ 111,087.55
“ “ 8.....	500,586.18	51,536.95	552,123.13
“ “ 9.....		2,436.42	2,436.42
“ “ 21.....	116,772.57	126,365.79	243,138.36
“ “ 23.....	24.20	7,056.91	7,081.11
“ “ 81.....	13.40	6,824.20	6,837.60
“ “ 83.....	176,729.32	49,176.19	225,905.51
“ “ 84.....	889.19	31,663.36	32,552.55
“ “ 86.....	95,421.46	106,301.27	201,722.73
“ “ 87.....	544.05	26,829.27	27,373.32
Miscellaneous Surveys.....	13.22		13.22
Sidewalk:			
Belgrave.....	124.00		124.00
Connecting Links:			
Town of Clinton.....		683.39	683.39
Village of Exeter.....		439.02	439.02
Town of Seaforth.....		256.47	256.47
Town of Wingham.....		2,183.37	2,183.37
Development Road:			
Wingham-Glen Farrow.....	12,203.00		12,203.00
	\$ 908,398.08	\$ 517,762.67	\$1,426,160.75
Kent:			
Highway No. 2.....	\$ 1,020.97	\$ 43,397.12	\$ 44,418.09
“ “ 3.....	457,919.89	138,392.53	596,312.42
“ “ 21.....	366,249.43	191,496.11	557,745.54
“ “ 40.....	3,990.60	24,071.36	28,061.96
“ “ 78.....	542.79	10,882.86	11,425.65
“ “ 79.....	2,949.96	3,803.83	6,753.79
“ “ 98.....	1,892.30	67,586.18	69,478.48
Miscellaneous Surveys.....	349.34		349.34
Connecting Links:			
Town of Blenheim.....		395.07	395.07
Town of Bothwell.....		266.67	266.67
Town of Dresden.....		91.39	91.39
Town of Ridgetown.....		94.18	94.18
Village of Thamesville.....		98.27	98.27
Town of Tilbury.....		167.71	167.71
Town of Wallaceburg.....	211.04	409.99	621.03
Village of Wheatley.....		69.68	69.68
	\$ 835,126.32	\$ 481,222.95	\$1,316,349.27
Lambton:			
Highway No. 7.....	\$ 30,601.15	\$ 52,738.38	\$ 83,339.53
“ “ 21.....	8,508.44	435,960.36	444,468.80
“ “ 22.....	9,239.67	29,207.39	38,447.06
“ “ 40.....	326.03	31,046.90	31,372.93

COUNTY	CONSTRUCTION	MAINTENANCE	TOTAL
Lambton: (continued)			
Highway No. 79.....	13,807.07	288,521.15	302,328.22
" " 80.....	1,396.57	6,600.34	7,996.91
" " 82.....	95.43	10,973.74	11,069.17
" " 402.....	594.10	8,699.76	9,293.86
Miscellaneous Surveys.....	1,053.11		1,053.11
Connecting Links:			
Village of Alvinston.....		122.62	122.62
Village of Thedford.....		233.25	233.25
Village of Wyoming.....		1,677.67	1,677.67
	\$ 65,621.57	\$ 865,781.56	\$ 931,403.13
Lanark:			
Highway No. 7.....	\$ 309,778.10	\$ 36,218.50	\$ 345,996.60
" " 15.....	2,491.22	65,450.51	67,941.73
" " 29.....	1,612.74	63,550.53	65,163.27
" " 44.....		6,360.91	6,360.91
" " 110.....		3,269.48	3,269.48
Connecting Link:			
Town of Almonte.....		274.46	274.46
Development Roads:			
Calabogie-White-Lanark.....	9.85	25,618.66	25,628.51
Bellamy Road.....	13,805.04		13,805.04
Elphin-Snow Road.....	27,037.19		27,037.19
Scotch Line-Otter Lake.....	5,293.01		5,293.01
Prestonvale Road.....	8,022.53		8,022.53
Union Hall Road.....	15,167.49		15,167.49
Scotch Corners Road.....	30,611.59		30,611.59
	\$ 413,828.76	\$ 200,743.05	\$ 614,571.81
Leeds and Grenville:			
Highway No. 2.....	\$ 46,058.76	\$ 158,847.28	\$ 204,906.04
" " 15.....	212,005.20	84,132.55	296,137.75
" " 16.....		42,339.82	42,339.82
" " 29.....	6,645.49	51,965.34	58,610.83
" " 32.....	4,207.97	20,632.87	24,840.84
" " 42.....	19,913.85	65,606.95	85,520.80
" " 401.....	307,144.77	103,338.74	410,483.51
Miscellaneous Surveys.....	431.45		431.45
Connecting Link:			
Village of Kemptville.....		47.63	47.63
Development Roads:			
Kemptville-Merrickville.....	90.25		90.25
Easton's Corners-Kilmarnock Locks.....	19,977.60		19,977.60
Rideau River Road.....	20,696.83		20,696.83
Lyn-Row's Corners.....	14,938.35		14,938.35
Campbell's School to Hwy. No. 16.....	7,998.70		7,998.70
Maynard Road Extension.....	4,986.37		4,986.37
Houghton Bay Road.....	10,812.90		10,812.90
Acton Corners-Oxford Mills.....	6,000.00		6,000.00
Chaffey's Locks Road.....	18,808.84		18,808.84
Escott to Escott Centre.....	5,361.15		5,361.15
	\$ 706,078.48	\$ 526,911.18	\$1,232,989.66
Lennox and Addington:			
Highway No. 2.....	\$ 3,267.77	\$ 195,922.35	\$ 199,190.12
" " 7.....	430,410.51	17,295.05	447,705.56
" " 33.....	58,470.68	78,308.28	136,778.96
" " 41.....	50,062.12	146,396.28	196,458.40
" " 401.....	16,730.03		16,730.03
Miscellaneous Surveys.....	17.12		17.12
Sidewalk:			
Roblin.....	443.00		443.00
Development Roads:			
Tamworth-Arden-Harlowe.....	999.13		999.13

COUNTY	CONSTRUCTION	MAINTENANCE	TOTAL
Lennox and Addington: (continued)			
Denbigh-Plevna.....	7,172.24	.....	7,172.24
Bellrock-Enterprise.....	14,975.27	.....	14,975.27
Pine Grove-West Plain Road.....	3,000.00	.....	3,000.00
	\$ 585,547.87	\$ 437,921.96	\$1,023,469.83
Lincoln:			
Highway No. 8.....	\$ 2,748.79	\$ 79,965.73	\$ 82,714.52
“ “ 8A.....	.....	10,443.14	10,443.14
“ “ 20.....	1,523.14	72,954.44	74,477.58
“ “ 57.....	200.88	61,063.88	61,264.76
“ “ 58.....	21,188.14	7,581.73	28,769.87
Queen Elizabeth Way.....	37,286.09	613,599.30	650,885.39
Miscellaneous Surveys.....	176.70	.....	176.70
Connecting Links:			
Village of Beamsville.....	.....	251.43	251.43
Town of Grimsby.....	.....	268.32	268.32
	\$ 63,123.74	\$ 846,127.97	\$ 909,251.71
Middlesex:			
Highway No. 2.....	\$ 340,966.86	\$ 111,358.19	\$ 452,325.05
“ “ 4.....	11,415.32	72,893.44	84,308.76
“ “ 7.....	4,786.93	69,792.36	74,579.29
“ “ 22.....	13,252.71	73,608.66	86,861.37
“ “ 23.....	.....	11,939.60	11,939.60
“ “ 73.....	197.88	8,029.69	8,227.57
“ “ 74.....	149.00	8,641.20	8,790.20
“ “ 80.....	10,063.13	39,750.04	49,813.17
“ “ 81.....	181,056.99	90,641.13	271,698.12
“ “ 401.....	1,388,504.46	.....	1,388,504.46
Miscellaneous Surveys.....	469.34	.....	469.34
Sidewalk:			
Talbotville.....	230.00	.....	230.00
	\$1,951,092.62	\$ 486,654.31	\$2,437,746.93
Norfolk:			
Highway No. 3.....	\$ 31,713.30	\$ 179,651.49	\$ 211,364.79
“ “ 6.....	713.20	30,548.71	31,261.91
“ “ 19.....	2,774.54	3,807.89	6,582.43
“ “ 24.....	5,397.37	37,835.27	43,232.64
“ “ 59.....	11.70	8,946.07	8,957.77
Connecting Link:			
Town of Simcoe.....	.....	340.03	340.03
Development Road:			
Approach Road to Long Point Park.....	28,930.04	.....	28,930.04
	\$ 69,540.15	\$ 261,129.46	\$ 330,669.61
Northumberland and Durham:			
Highway No. 2.....	\$ 10,804.74	\$ 162,793.45	\$ 173,598.19
“ “ 7A.....	13,022.66	48,027.02	61,049.68
“ “ 28.....	1,646.02	255,348.88	256,994.90
“ “ 30.....	18,006.90	29,219.48	47,226.38
“ “ 33.....	233.38	10,165.94	10,399.32
“ “ 35.....	241,720.35	55,026.99	296,747.34
“ “ 45.....	31,957.17	83,239.63	115,196.80
“ “ 106.....	300.00	6,568.08	6,868.08
“ “ 115.....	942,226.16	31,945.71	974,171.87
“ “ 401.....	132,318.23	57,131.54	189,449.77
Miscellaneous Surveys.....	756.95	.....	756.95
Connecting Links:			
Village of Brighton.....	.....	91.35	91.35
Town of Campbellford.....	.....	476.47	476.47
Village of Colborne.....	1,972.58	260.40	2,232.98
Village of Hastings.....	.....	231.00	231.00

COUNTY	CONSTRUCTION	MAINTENANCE	TOTAL
Northumberland and Durham: (continued)			
Village of Newcastle.....	.....	60.64	60.64
Town of Port Hope.....	.....	957.21	957.21
Development Roads:			
Dale-Baltimore.....	8,914.27	.....	8,914.27
Hampton-Kirby Road.....	47,000.00	.....	47,000.00
Bailieboro-Hall Landing.....	15,000.00	.....	15,000.00
	\$1,465,879.41	\$ 741,543.79	\$2,207,423.20
Ontario:			
Highway No. 2.....	\$ 4,118.96	\$ 206,552.80	\$ 210,671.76
" " 7.....	13,322.08	40,449.02	53,771.10
" " 7A.....	51.51	7,647.84	7,699.35
" " 12.....	33,812.88	182,597.93	216,410.81
" " 47.....	1,901.71	84,084.28	85,985.99
" " 48.....	2,754.79	17,901.13	20,655.92
" " 69.....	258,548.50	58,461.16	317,009.66
" " 401.....	47,246.95	107,443.77	154,690.72
Miscellaneous Surveys.....	267.32	.....	267.32
Connecting Links:			
Village of Beaverton.....	.....	15.00	15.00
Village of Port Perry.....	.....	394.80	394.80
Development Road:			
County Road No. 16.....	1,703.66	.....	1,703.66
	\$ 363,728.36	\$ 705,547.73	\$1,069,276.09
Oxford:			
Highway No. 2.....	\$ 110,974.28	\$ 59,622.37	\$ 170,596.65
" " 3.....	31,643.96	3,017.71	34,661.67
" " 19.....	38,557.90	75,272.89	113,830.79
" " 53.....	3,761.18	10,989.54	14,750.72
" " 59.....	1,013.12	55,189.05	56,202.17
" " 97.....	225,946.03	44,922.79	270,868.82
" " 100.....	3,166.27	63,813.84	66,980.11
" " 401.....	1,228,500.41	.....	1,228,500.41
Miscellaneous Surveys.....	327.35	.....	327.35
Sidewalk:			
Kintore.....	32.50	.....	32.50
Connecting Link:			
Village of Tavistock.....	.....	975.61	975.61
	\$1,643,923.00	\$ 313,803.80	\$1,957,726.80
Peel:			
Highway No. 2.....	\$ 57,152.94	\$ 18,922.86	\$ 76,075.80
" " 5.....	21,719.64	36,928.75	58,648.39
" " 7.....	25,566.13	58,077.23	83,643.36
" " 9.....	216,067.04	32,083.34	248,150.38
" " 10.....	26,023.50	113,846.98	139,870.48
" " 24.....	2,790.33	42,295.40	45,085.73
" " 50.....	245.95	43,856.64	44,102.59
" " 51.....	.....	9,717.54	9,717.54
" " 122.....	55,541.93	2,158.39	57,700.32
" " 401.....	32,576.11	.....	32,576.11
Queen Elizabeth Way.....	177,781.67	60,771.20	238,552.87
Miscellaneous Surveys.....	747.53	.....	747.53
Sidewalk:			
Township of Vaughan.....	803.55	.....	803.55
Palgrave.....	154.85	.....	154.85
Connecting Links:			
Town of Brampton.....	59,492.10	253.01	59,745.11
Village of Port Credit.....	.....	60.60	60.60
	\$ 676,663.27	\$ 418,971.94	\$1,095,635.21

COUNTY	CONSTRUCTION	MAINTENANCE	TOTAL
Perth:			
Highway No. 7.....	\$ 2,153.25	\$ 53,176.11	\$ 55,329.36
“ “ 8.....	7,668.90	35,182.61	42,851.51
“ “ 19.....	153,518.87	59,704.21	213,223.08
“ “ 23.....	6,628.06	92,055.10	98,683.16
“ “ 83.....	113.10	9,083.59	9,196.69
“ “ 86.....	34,301.53	45,967.77	80,269.30
“ “ 100.....	.....	6,523.58	6,523.58
Miscellaneous Surveys.....	49.13	.....	49.13
Sidewalk:			
Sebringville.....	971.36	.....	971.36
Connecting Links:			
Town of Listowel.....	.....	24.08	24.08
Town of Mitchell.....	.....	3,718.86	3,718.86
Town of Palmerston.....	.....	654.44	654.44
	\$ 205,404.20	\$ 306,090.35	\$ 511,494.55
Peterborough:			
Highway No. 7.....	\$ 3,549.85	\$ 47,331.31	\$ 50,881.16
“ “ 7A.....	.....	2,468.77	2,468.77
“ “ 28.....	578,302.18	88,131.59	666,433.77
“ “ 30.....	4,379.18	2,995.65	7,374.83
“ “ 36.....	3,102.28	49,099.73	52,202.01
“ “ 45.....	1,541.74	13,433.93	14,975.67
Miscellaneous Surveys.....	294.40	.....	294.40
Connecting Link:			
Village of Lakefield.....	.....	651.01	651.01
Development Roads:			
Bobcaygeon-Kinmount-Minden.....	18,921.17	17,384.72	36,305.89
Goderham-Rockcroft-Hwy. No. 36.....	.....	27,472.80	27,472.80
Apsley-Chandos Lake Loop.....	33,296.40	48,651.92	81,948.32
Chandos-Glenalda.....	533.00	.....	533.00
Chemong Lake Approach.....	1,000.00	.....	1,000.00
	\$ 644,920.20	\$ 297,621.43	\$ 942,541.63
Prescott and Russell:			
Highway No. 17.....	\$1,924,546.16	\$ 349,613.38	\$2,274,159.54
“ “ 34.....	.....	15,959.59	15,959.59
Sidewalk:			
Wendover.....	318.70	.....	318.70
Connecting Links:			
Town of Hawkesbury.....	.....	670.63	670.63
Village of L'Orignal.....	.....	54.30	54.30
Town of Rockland.....	.....	243.09	243.09
Development Road:			
Russell-Embrun.....	33,996.63	.....	33,996.63
	\$1,958,861.49	\$ 366,540.99	\$2,325,402.48
Prince Edward:			
Highway No. 14.....	\$ 3,584.81	\$ 29,344.22	\$ 32,929.03
“ “ 33.....	61,736.42	90,825.88	152,562.30
“ “ 41.....	584.30	12,288.83	12,873.13
Development Roads:			
Cherry Valley-Milford.....	8,000.00	.....	8,000.00
Carrying Place-Rednersville.....	30,000.00	.....	30,000.00
	\$ 103,905.53	\$ 132,458.93	\$ 236,364.46
Renfrew:			
Highway No. 17.....	\$ 113,168.71	\$ 475,094.18	\$ 588,262.89
“ “ 29.....	.....	1,682.13	1,682.13
“ “ 41.....	58.53	88,159.20	88,217.73
“ “ 60.....	309,894.72	74,832.91	384,727.63
“ “ 62.....	260.30	129,805.90	130,066.20
Miscellaneous Surveys.....	254.99	.....	254.99

COUNTY	CONSTRUCTION	MAINTENANCE	TOTAL
Renfrew: (continued)			
Connecting Link:			
Town of Renfrew.....		2,218.16	2,218.16
Development Roads:			
Burnstown-Calabogie-Black Donald.....		61,617.28	61,617.28
Calabogie-White-Lanark.....		15,070.58	15,070.58
Dacre-Hyndford.....		19,497.17	19,497.17
Eganville-Lake Clear-Cormac.....		15,672.46	15,672.46
Brudenell-Killaloe-Round Lake.....		36,319.45	36,319.45
Combermere-Quadeville.....		32,304.89	32,304.89
Combermere-New Carlow.....		6,623.68	6,623.68
Golden Lake-Lake Dore.....		48,511.86	48,511.86
Dacre Turn-Shamrock.....		13,400.42	13,400.42
Eganville-Pembroke.....	114.10		114.10
Dacre-Shamrock-Renfrew.....	114,322.00		114,322.00
Hardwood-Snake River.....	7,000.00		7,000.00
Quadeville-Foymount.....	6,000.00		6,000.00
Dacre-Mt. St. Patrick.....	5,000.00		5,000.00
Pilgrim Bridge and approaches.....	4,849.40		4,849.40
Hwy. No. 62-Carson Lake.....	12,326.47		12,326.47
Beachburg-Forester's Falls.....	19,825.36		19,825.36
Thomson Corners-Matawatchan.....	4,999.98		4,999.98
	\$ 598,074.56	\$1,020,810.27	\$ 618,884.83
Simcoe:			
Highway No. 9.....	\$ 1,229.00	\$ 22,227.40	\$ 23,456.40
" " 11.....	1,746,515.98	164,848.88	1,911,364.86
" " 12.....	4,459.20	89,853.01	94,312.21
" " 24.....	2,513.06	34,357.89	36,870.95
" " 26.....	22,825.56	92,245.09	115,070.65
" " 27.....	29,096.83	166,115.16	195,211.99
" " 88.....	14,220.94	16,743.44	30,964.38
" " 89.....	36,837.04	67,005.97	103,843.01
" " 90.....	4,796.93	26,916.42	31,713.35
" " 91.....	901.09	22,880.77	23,781.86
" " 92.....	139,770.18	23,919.32	163,689.50
" " 93.....	4,525.45	47,068.94	51,594.39
" " 103.....	19,551.27	12,109.53	31,660.80
" " 400.....	412,883.37	220,893.88	633,777.25
Miscellaneous Surveys.....	198.78		198.78
Sidewalk:			
Nottawa.....	312.50		312.50
Connecting Links:			
Town of Alliston.....		144.00	144.00
Town of Barrie.....		2,902.63	2,902.63
Town of Collingwood.....		635.43	635.43
Town of Orillia.....		60.19	60.19
Village of Victoria Harbour.....		113.20	113.20
Development Roads:			
Hillsdale Road.....	10,098.14		10,098.14
Oro-Medonte Town Line.....	10,791.40		10,791.40
Fergusvale-New Flos.....	9,335.24		9,335.24
Lafontaine-Cedar Point.....	700.00		700.00
Minesing to Hwy. No. 26.....	20,945.99		20,945.99
Twelfth Concession Road-Sunnidale.....	11,044.14		11,044.14
	\$2,503,552.09	\$1,011,041.15	\$3,514,593.24
Stormont, Dundas and Glengarry:			
Highway No. 2.....	\$ 58,007.38	\$ 407,376.83	\$ 465,384.21
" " 31.....	5,145.10	115,548.85	120,693.95
" " 34.....	2,683.41	41,990.91	44,674.32
" " 43.....	434,265.48	74,965.52	509,231.00
" " 401.....	183,460.90		183,460.90
Miscellaneous Surveys.....	2,582.09		2,582.09
Connecting Links:			
Town of Alexandria.....		131.18	131.18



Highway 17, near Montreal River, north of Sault, where road leads towards Lake Superior.
Gives idea of terrain where heavy fill required.



Highway 43. New bridge at Finch, Ottawa Division.



Highway 11. Grading and bridge over Frederickhouse River, west of Cochrane.



View of Waldemar Bridge, Highway 9, ten miles west of Orangeville, showing piers designed to resist ice damage in spring.

COUNTY	CONSTRUCTION	MAINTENANCE	TOTAL
Stormont, Dundas and Glengarry: (cont'd)			
Village of Iroquois.....	.....	222.93	222.93
Town of Mitchell.....	.....	234.52	234.52
Town of Whitby.....	.....	756.65	756.65
Development Roads:			
Winchester-Rose Haven.....	19,565.51	.....	19,565.51
Alexandria-Glen Robertson.....	24,316.42	.....	24,316.42
Hanesville-Dixon's Corners.....	21,719.64	.....	21,719.64
	\$ 751,745.93	\$ 641,227.39	\$1,392,973.32
Victoria:			
Highway No. 7.....	\$ 13,756.38	\$ 161,618.36	\$ 175,374.74
“ “ 35.....	41,449.74	46,568.56	88,018.30
“ “ 36.....	9,798.41	221,657.36	231,455.77
“ “ 46.....	10,781.13	82,876.42	93,657.55
Sidewalks:			
Oakwood and Manilla.....	7,690.20	.....	7,690.20
Connecting Links:			
Village of Fenelon Falls.....	.....	310.80	310.80
Town of Lindsay.....	.....	2,170.23	2,170.23
Village of Oremee.....	.....	388.54	388.54
Development Roads:			
Kirkfield-Kinmount-Bancroft.....	45,000.00	74,329.43	119,329.43
Uphill Southerly to Hwy. No. 46.....	10,000.00	11,685.68	21,685.68
Union Creek-Fell Station.....	.....	11,986.17	11,986.17
Bobcaygeon-Kinmount-Minden.....	21,160.53	17,384.73	38,545.26
Head Lake Road.....	9,623.49	.....	9,623.49
Lindsay By-Pass.....	15,622.81	.....	15,622.81
	\$ 184,882.69	\$ 630,976.28	\$ 815,858.97
Waterloo:			
Highway No. 7.....	\$ 13,473.76	\$ 37,640.40	\$ 51,114.16
“ “ 8.....	11,515.56	23,296.41	34,811.97
“ “ 24.....	85.18	17,254.23	17,339.41
“ “ 24A.....	295.87	12,094.01	12,389.88
“ “ 85.....	19,307.47	16,913.02	36,220.49
“ “ 86.....	2,959.18	82,670.02	85,629.20
“ “ 97.....	500.00	23,740.92	24,240.92
“ “ 401.....	7,525.29	.....	7,525.29
Miscellaneous Surveys.....	19.99	.....	19.99
Connecting Links:			
Town of Elmira.....	.....	819.65	819.65
Village of New Hamburg.....	.....	542.45	542.45
Town of Preston.....	.....	2,672.25	2,672.25
	\$ 55,682.30	\$ 217,643.36	\$ 273,325.66
Welland:			
Highway No. 3.....	\$ 566.29	\$ 72,918.40	\$ 73,484.69
“ “ 3A.....	161.00	55,130.14	55,291.14
“ “ 3C.....	.....	16,192.85	16,192.85
“ “ 8.....	16.30	9,672.49	9,688.79
“ “ 20.....	.....	54,540.89	54,540.89
“ “ 57.....	45.51	38,181.52	38,227.03
“ “ 58.....	3,670.96	30,110.15	33,781.11
Queen Elizabeth Way.....	15,732.31	100,828.99	116,561.30
Connecting Link:			
Town of Port Colborne.....	.....	192.05	192.05
	\$ 20,192.37	\$ 377,767.48	\$ 397,959.85
Wellington:			
Highway No. 6.....	\$ 91,924.82	\$ 128,238.17	\$ 220,162.99
“ “ 7.....	9,504.85	36,446.14	45,950.99
“ “ 9.....	6,567.84	148,278.64	154,846.48
“ “ 23.....	24.03	5,820.29	5,844.32

COUNTY		CONSTRUCTION	MAINTENANCE	TOTAL
Wellington: (continued)				
"	" 24.....	24,567.40	55,143.55	79,710.95
"	" 86.....	31,606.31	50,698.10	82,304.41
"	" 87.....	283.81	9,603.87	9,887.68
"	" 401.....	5,788.61	.....	5,788.61
Miscellaneous Surveys.....		75.11	.....	75.11
Sidewalks:				
Minto Township.....		938.45	.....	938.45
Puslinch.....		1,904.00	.....	1,904.00
Connecting Links:				
Village of Arthur.....		.....	5,981.83	5,981.83
Village of Clifford.....		.....	276.37	276.37
Village of Fergus.....		.....	728.36	728.36
Town of Harriston.....		.....	328.79	328.79
Town of Mount Forest.....		.....	913.73	913.73
		\$ 173,185.23	\$ 442,457.84	\$ 615,643.07
Wentworth:				
Highway No. 2.....		\$ 102,718.66	\$ 81,864.41	\$ 184,583.07
"	" 5.....	440,356.58	84,751.33	525,107.91
"	" 6.....	19,783.14	56,290.97	76,074.11
"	" 8.....	18,246.41	75,100.93	93,347.34
"	" 20.....	14,342.46	37,646.63	51,989.09
"	" 52.....	3,851.77	66,579.97	70,431.74
"	" 53.....	5,040.25	56,627.18	61,667.43
"	" 55.....	5.22	14,935.97	14,941.19
"	" 56.....	1,816.78	21,659.49	23,476.27
"	" 97.....	34,682.13	21,794.11	56,476.24
"	" 99.....	.....	44,348.34	44,348.34
"	" 102.....	.....	7,698.48	7,698.48
"	" 401.....	508.17	.....	508.17
Queen Elizabeth Way.....		476,934.42	43,207.30	520,141.72
Miscellaneous Surveys.....		8,018.56	.....	8,018.56
Connecting Link:				
Town of Dundas.....		.....	301.65	301.65
		\$1,126,304.55	\$ 612,806.76	\$1,739,111.31
York:				
Highway No. 2.....		\$ 27,995.77	\$ 5,577.84	\$ 33,573.61
"	" 5.....	9,568.42	2,603.64	12,172.06
"	" 7.....	40,219.09	98,228.55	138,447.64
"	" 9.....	74.10	9,900.29	9,974.39
"	" 11.....	306,256.03	201,263.91	507,519.94
"	" 27.....	337,265.58	95,904.53	433,170.11
"	" 47.....	1,639.92	17,157.19	18,797.11
"	" 48.....	29,024.07	146,076.75	175,100.82
"	" 49.....	4,914.97	8,791.97	13,706.94
"	" 50.....	2,274.51	4,458.70	6,733.21
"	" 108.....	305.00	631.46	936.46
"	" 109.....	.....	816.33	816.33
"	" 400.....	245,719.04	157,948.73	403,667.77
"	" 401.....	5,439,002.57	72,587.15	5,511,589.72
Queen Elizabeth Way.....		44,018.12	33,291.35	77,309.47
Miscellaneous Surveys.....		2,023.96	.....	2,023.96
Sidewalks:				
Township of North York.....		3,286.14	.....	3,286.14
Township of Scarboro.....		746.74	.....	746.74
Thornhill.....		1,684.96	.....	1,684.96
Connecting Link:				
Village of Richmond Hill.....		.....	284.87	284.87
		\$6,496,018.99	\$ 855,523.26	\$7,351,542.25

DISTRICT	CONSTRUCTION	MAINTENANCE	TOTAL
Algoma-Manitoulin:			
Highway No. 17.....	\$ 867,723.94	\$ 234,964.82	\$1,102,688.76
" " 68.....	6,342.80	51,837.13	58,179.93
Ferries.....	61,555.12	74,377.98	135,933.10
Miscellaneous Surveys.....	385.95	.....	385.95
Unincorporated Township Roads:			
Campbell.....	.....	7,758.62	7,758.62
Dawson.....	.....	1,723.11	1,723.11
Mills.....	.....	3,062.29	3,062.29
Robinson.....	.....	5,225.33	5,225.33
Sheshegwaning Indian Reserve.....	.....	516.32	516.32
Aberdeen.....	4,144.18	4,165.20	8,309.38
Aweres.....	157.25	190.17	347.42
Bridgeland.....	.....	3,873.05	3,873.05
Cobden.....	.....	4.38	4.38
Fenwick.....	.....	3,384.44	3,384.44
Galbraith.....	.....	4,068.27	4,068.27
Garden River Indian Reserve.....	.....	123.62	123.62
Gladstone.....	.....	1,946.20	1,946.20
Goulais Indian Reserve.....	.....	407.45	407.45
Hodgins.....	.....	1,626.19	1,626.19
Kehoe.....	.....	81.00	81.00
Kirkwood.....	.....	597.36	597.36
Lewis.....	.....	233.85	233.85
Mississagi Indian Reserve.....	.....	48.53	48.53
McKinnon.....	.....	125.00	125.00
McMahon.....	.....	806.00	806.00
Parkinson.....	.....	90.72	90.72
Patton.....	.....	674.20	674.20
Pennifather.....	.....	1,486.11	1,486.11
Plummer.....	.....	5,559.00	5,559.00
Ranger Lake Area.....	.....	3,672.62	3,672.62
Rose.....	3,400.96	2,983.11	6,384.07
Serpent River Indian Reserve.....	.....	2,267.01	2,267.01
Shedden.....	.....	2,124.89	2,124.89
Shields.....	.....	1,661.82	1,661.82
Spanish River Indian Reserve.....	.....	14,147.19	14,147.19
Striker.....	152.93	643.82	796.75
Township 188.....	.....	434.32	434.32
Van Koughnet.....	.....	696.88	696.88
Victoria.....	.....	4,002.84	4,002.84
Wells.....	.....	163.35	163.35
Development Roads:			
Little Current-Manitowaning-South Baymouth.....	114.73	129,896.77	130,011.50
Jct. Little Current-South Baymouth Road-Tehkummah-West Bay and Mindemoya to Jct. with Providence Bay-Gore Bay Road.....	.....	79,153.44	79,153.44
Providence Bay-Gore Bay.....	.....	53,681.52	53,681.52
Little Current-Gore Bay-Barrie Island and Meldrum Bay.....	171,669.12	171,024.34	342,693.46
Blind River-Lake Matinenda-Lake Duborne.....	.....	28,321.13	28,321.13
Thessalon-Chapleau.....	.....	235,829.09	235,829.09
Iron Bridge-White River.....	.....	57,512.52	57,512.52
White River Road to Chapleau Road.....	.....	16,214.63	16,214.63
Bruce Mines-Dunn Valley Road.....	.....	34,289.55	34,289.55
St. Joseph's Island Road.....	9,829.53	59,552.95	69,382.48
Soo-Gros Cap-Pointe Aux Pins.....	716.43	23,286.65	24,003.08
Wabos-Searchmount to Hwy. No. 17....	786.98	50,723.56	51,510.54
Goulais Bay-White Birches Road.....	.....	7,441.10	7,441.10
Batchawana Village Road.....	.....	3,071.22	3,071.22
Spragge-Quirke Lake.....	6,359.82	.....	6,359.82
Sylvan Valley Road.....	30,903.01	.....	30,903.01
Cloudslee Road.....	8,330.77	.....	8,330.77
Gordon Lake Road.....	9,658.78	.....	9,658.78
Dee Bank-Ullswater.....	42,831.88	.....	42,831.88
	\$1,225,064.18	\$1,391,752.66	\$2,616,816.84

DISTRICT	CONSTRUCTION	MAINTENANCE	TOTAL
Cochrane:			
Highway No. 11.....	\$ 767,715.87	\$ 795,414.27	\$1,563,130.14
" " 67.....	23,125.91	63,377.96	86,503.87
" " 101.....	3,862.81	120,569.77	124,432.58
Ferries.....		18,828.64	18,828.64
Miscellaneous Surveys.....	12,914.03		12,914.03
Sidewalk:			
Calvert Township.....	1,500.00		1,500.00
Unincorporated Township Roads:			
Evelyn.....		2,961.77	2,961.77
German.....		3,121.18	3,121.18
Godfrey.....	666.67		666.67
Jamieson.....	3,166.67		3,166.67
Matheson.....		3,121.18	3,121.18
Ogden.....		735.00	735.00
Robb.....	666.66	2,609.25	3,275.91
Shaw.....		3,342.68	3,342.68
Jessop.....	5,000.00		5,000.00
Barker.....	8.10	194.73	202.83
Brower.....	300.60	3,287.95	3,588.55
Calder.....	249.00	5,199.74	5,448.74
Casgrain.....	3,195.78	2,757.13	5,952.91
Clute.....	1,429.89	6,669.25	8,099.14
Devitt.....	188.70	4,268.04	4,456.74
Eilber.....	147.90	3,008.64	3,156.54
Fournier.....	270.00	2,868.00	3,138.00
Fox.....	230.40	4,545.95	4,776.35
Haggart.....		183.75	183.75
Hanlan.....	332.10	4,775.35	5,107.45
Idington.....	75.60	1,152.58	1,228.18
Kendall.....	11,196.03	9,710.00	20,906.03
Kennedy.....	162.00	3,610.17	3,772.17
Lamarche.....	315.00	3,235.12	3,550.12
Lowther.....	134.10	1,823.85	1,957.95
McCrea.....	81.90	1,371.30	1,453.20
Nansen.....	126.00	1,757.03	1,883.03
Newmarket.....	1,605.35	3,768.37	5,373.72
O'Brien.....	1,497.95	12,276.84	13,774.79
Owens.....	1,395.34	5,202.72	6,598.06
Pyne.....	3,419.17	3,037.55	6,456.72
Way.....	3,787.12	7,933.42	11,720.54
Williamson.....	94.50	1,519.91	1,614.41
Development Roads:			
Ramore-Holtvre Mine.....		11,318.19	11,318.19
Matheson-Devon Mine.....		7,023.60	7,023.60
Shillington-Iroquois Falls.....	5,891.74	23,788.08	29,679.82
Barber's Bay Southerly to Hwy. 101.....	21.09	6,524.29	6,545.38
Night Hawk Road.....	1.00	2,297.37	2,298.37
Timmins-Cooke's Lake-Kukatush.....		26,370.93	26,370.93
Timmins-Naybob Creek.....		2,373.95	2,373.95
Timmins-Waterhen Creek.....	8.65		8.65
Iroquois Falls-Nellie Lake.....		5,388.18	5,388.18
Cochrane-Norembege.....	115.95	36,112.92	36,228.87
Cochrane-Gardiner.....		27,398.29	27,398.29
Moonbeam-Remi Lake.....		2,854.17	2,854.17
Lac St. Therese-Hearst-Mead.....		71,601.11	71,601.11
	\$ 854,899.58	\$1,331,290.17	\$2,186,189.75
Haliburton:			
Highway No. 28.....	\$ 1,805.65	\$ 12,440.39	\$ 14,246.04
" " 35.....	5,244.85	94,783.47	100,028.32
" " 60.....	79.80	8,740.37	8,820.17
Miscellaneous Surveys.....	36.14		36.14
Development Roads:			
Kirkfield-Kinmount-Bancroft.....	124,209.76	130,211.25	254,421.01
Bobcaygeon-Kinmount-Minden.....	4,291.68	13,448.88	17,740.56
Minden-Haliburton-Wilberforce.....	57,501.79	74,889.17	132,390.96

DISTRICT		CONSTRUCTION	MAINTENANCE	TOTAL
Haliburton: (continued)				
Haliburton-Redstone.....			23,686.08	23,686.08
Ingoldsby Road.....	6,461.05			6,461.05
Fletcher Lake Road.....	18,456.28			18,456.28
Lochlin-Gelert Road.....	9,780.89			9,780.89
Cardiff Township Road.....	17,994.36			17,994.36
West Guilford-Eagle Lake.....	16,764.51			16,764.51
	\$ 262,626.76	\$ 358,199.61		\$ 620,826.37
Kenora:				
Highway No. 17.....	\$ 162,333.96	\$ 608,248.35		\$ 770,582.31
“ “ 70.....	44,843.72	120,038.55		164,882.27
“ “ 72.....	16,804.75	62,385.98		79,190.73
“ “ 105.....	1,085.87	202,235.99		203,321.86
“ “ 116.....		9,796.68		9,796.68
Miscellaneous Surveys.....	1,688.22			1,688.22
Connecting Link:				
Town of Kenora.....		431.70		431.70
Unincorporated Township Roads:				
Aubrey East.....		1,512.73		1,512.73
Boys.....		3,047.24		3,047.24
Britton.....		1,908.84		1,908.84
Drayton.....		10,135.50		10,135.50
Drayton Reserve.....		469.90		469.90
Eton.....	621.65	3,339.02		3,960.67
Gidley.....		281.51		281.51
Kirkup.....		792.03		792.03
Melgund.....	3,012.73	3,651.95		6,664.68
Mutrie.....		3,225.93		3,225.93
Pellatt.....	1,998.07	4,072.03		6,070.10
Redditt.....	2,297.62	701.78		2,999.40
Redvers.....	3,028.72	1,229.37		4,258.09
Rowell.....	880.20	1,219.25		2,099.45
Rugby.....	13,786.01	2,738.68		16,524.69
Pellatt South.....		1,026.55		1,026.55
South Worth.....		2,078.43		2,078.43
Vermilion Additional.....		286.90		286.90
Wabigoon.....	3,028.73	1,229.36		4,258.09
Wainwright.....		2,232.08		2,232.08
West of Southworth.....		73.50		73.50
Zealand.....	4,919.89	7,433.06		12,352.95
Development Roads:				
Borups Corners-Dymont.....		3,058.44		3,058.44
Dryden-Rice Lake Loop.....		27,578.72		27,578.72
Dryden-Richan.....		17,947.41		17,947.41
Dryden-Eagle River.....	105.81	26,400.77		26,506.58
Eton-Rugby Road.....		17,818.39		17,818.39
Clay Lake-Quibell-Hwy. No. 105.....		8,716.51		8,716.51
Red Lake Airport Road.....		12,816.74		12,816.74
Kenora-Redditt.....	25.00	23,454.31		23,479.31
Kenora-Rabbit Lake-E. Melich Rd.....		20,530.29		20,530.29
Keewatin-Pellatt-Hwy. No. 17.....	25.00	21,054.91		21,079.91
Red Lake-Madsen Mine Rd.....		9,508.37		9,508.37
Anderson Road.....	19,657.55			19,657.55
	\$ 280,143.50	\$1,244,707.75		\$1,524,851.25
Muskoka:				
Highway No. 11.....	\$ 240,061.71	\$ 253,683.16		\$ 493,744.87
“ “ 35.....	1,748.22	23,777.26		25,525.48
“ “ 60.....		80,705.25		80,705.25
“ “ 69.....	538,867.24	47,762.24		586,629.48
Miscellaneous Surveys.....	140.34			140.34
Connecting Links:				
Town of Bracebridge.....		530.05		530.05
Town of Gravenhurst.....		718.89		718.89
Town of Huntsville.....		1,172.16		1,172.16

DISTRICT	CONSTRUCTION	MAINTENANCE	TOTAL
Muskoka: (continued)			
Unincorporated Township Roads:			
Baxter.....		6,730.71	6,730.71
Sinclair.....		3,651.92	3,651.92
Development Roads:			
Port Severn-Honey Harbour.....		22,509.47	22,509.47
Bracebridge-Dorset.....	448.64	51,232.11	51,680.75
Huntsville-Baysville.....	116,330.95	24,152.97	140,483.92
Bracebridge-Pt. Carling-Glen Orchard.....	152,032.70	36,218.49	188,251.19
Falkenburg-Rosseau-Hayes Corners.....	277.58	104,968.27	105,245.85
Utterson-Windermere.....		26,604.27	26,604.27
Hillside-Interlaken.....		16,877.58	16,877.58
Gravenhurst-Muskoka San. Road.....		1,277.74	1,277.74
Lake of Bays Road.....	27,609.40		27,609.40
Peninsula Road in Medora Township.....	14,543.00		14,543.00
Bangor Lodge Road.....	5,768.37		5,768.37
Dee Bank-Ullswater.....	4,709.09		4,709.09
	\$1,102,537.24	\$ 702,572.54	\$1,805,109.78
Nipissing:			
Highway No. 11.....	\$ 426,057.42	\$ 190,597.93	\$ 616,655.35
“ “ 17.....	201,312.38	156,588.41	357,900.79
“ “ 60.....	5,654.43	82,058.98	87,713.41
“ “ 63.....	588.84	119,351.32	119,940.16
“ “ 64.....	3,072.22	88,565.86	91,638.08
“ “ 94.....	971.40	9,657.51	10,628.91
Miscellaneous Surveys.....	3,256.23		3,256.23
Connecting Link:			
Town of Sturgeon Falls.....		313.71	313.71
Unincorporated Township Roads:			
Airy.....		773.05	773.05
Sabine.....		2,573.06	2,573.06
Badgerow.....	1,691.58	3,125.10	4,816.68
Bastedo.....		1,151.43	1,151.43
Bigwood.....		29.25	29.25
Crerar.....	1,487.53	2,659.03	4,146.56
Dana.....	1,487.53		1,487.53
Falconer.....		2,561.91	2,561.91
Gibbons.....		1,887.99	1,887.99
Gladman.....		10.11	10.11
Grant.....		1,287.16	1,287.16
Hugel.....	836.39	4,916.23	5,752.62
Kirkpatrick.....	2,243.96	4,343.96	6,587.92
Loudon.....		104.76	104.76
MacPherson.....		4,428.28	4,428.28
McLaren.....		46.07	46.07
Merrick.....	186.35		186.35
Pedley.....		184.62	184.62
Phelps.....		5,955.51	5,955.51
Poitras.....		42.75	42.75
Strathy.....		1,089.20	1,089.20
Wyse.....		384.70	384.70
Development Roads:			
Maynooth-Whitney.....	117.30	39,280.86	39,398.16
Madawaska-Cross Lake.....		27,010.55	27,010.55
Mattawa-Harrington.....		16,035.88	16,035.88
Bonfield to Hwy. No. 17.....		3,767.04	3,767.04
North Bay Airport Road.....	32,634.75	19,434.68	52,069.43
Verner-Noelville.....	1,978.47	64,906.03	66,884.50
Warren-River Valley-Field.....		41,633.61	41,633.61
Mattawa-Temiskaming.....	3,387.09		3,387.09
Powassan-Chiswick.....	3,059.27		3,059.27
Corbeil-Lake Nosbonsing.....	19,921.69		19,921.69
Centre Road-Clavin.....	6,771.65		6,771.65
Fourth Con. Road-Chisholm.....	1,998.90		1,998.90
A and B Concessions-Springer.....	10,000.00		10,000.00
	\$ 728,715.38	\$ 896,756.54	\$1,625,471.92

DISTRICT	CONSTRUCTION	MAINTENANCE	TOTAL
Parry Sound:			
Highway No. 11.....	\$ 569,236.60	\$ 208,849.13	\$ 778,085.73
" " 69.....	794,556.29	230,030.89	1,024,587.18
" " 94.....		847.12	847.12
Miscellaneous Surveys.....	247.75		247.75
Connecting Link:			
Town of Parry Sound.....		1,040.44	1,040.44
Unincorporated Townships:			
Bethune.....	2,480.71	2,407.51	4,888.22
Burpee.....	1,492.50	1,988.64	3,481.14
Conger.....	992.89	3,386.02	4,378.91
Croft.....	2,991.19	5,032.97	8,024.16
Ferguson.....	6,486.25	2,587.55	9,073.80
Ferrie.....		490.02	490.02
Gurd.....	1,486.09	4,817.58	6,303.67
Hardy.....	3,236.79	3,724.50	6,961.29
Harrison.....	684.00	203.36	887.36
Henvey.....		133.07	133.07
Laurier.....	2,977.36	1,583.19	4,560.55
Lount.....	1,490.07	3,681.33	5,171.40
McConkey.....	1,741.56	878.62	2,620.18
McKenzie.....	1,492.50	1,988.63	3,481.13
Mills.....	3,236.78	3,724.49	6,961.27
Montieth.....	978.19	5,081.65	6,059.84
Patterson.....	1,485.56	2,287.55	3,773.11
Pringle.....	1,287.32	3,631.45	4,918.77
Proudfoot.....	1,999.78	3,047.27	5,047.05
Shawnaga.....		92.50	92.50
Unincorporated Township Roads:			
Spence.....	995.06	5,811.70	6,806.76
Wallbridge.....	1,956.48	2,844.82	4,801.30
Wilson.....	1,741.55	878.62	2,620.17
Development Roads:			
Falkenburg-Rosseau-Hayes Corners.....	16,512.53	29,946.25	46,458.78
Emsdale-Parry Sound.....		69,936.92	69,936.92
Sundridge-Dunchurch-Parry Sound.....	48,233.84	133,069.53	181,303.37
Burk's Falls-Magnetawan.....	12,298.84	43,305.29	55,604.13
Dunchurch-Ardbeg.....		25,924.23	25,924.23
Hwy. No. 69-Bayfield Inlet.....		4,231.18	4,231.18
Hwy. No. 69-Britt Village.....		3,430.04	3,430.04
Trout Creek-Port Loring Rd. and Spur.....	36,564.80	136,399.08	172,963.88
Powassan-Restoule.....		39,571.30	39,571.30
Fifth Line Road.....	19,997.48		19,997.48
Old Nipissing Road.....	1,968.25		1,968.25
Rose Point-Depot Harbour.....		1,222.94	1,222.94
Old Burks' Falls-Magnetawan.....	2,970.93		2,970.93
Orrville-Rosseau Road.....	4,981.52		4,981.52
Machar Township Road.....	6,791.06		6,791.06
South Himsworth Township Road.....	2,107.06		2,107.06
Blackstone Road.....	4,993.41		4,993.41
Middle River Bridge Approach.....	6,499.08		6,499.08
Burnt Lake Road.....	4,990.30		4,990.30
Bernard Lake Road.....	3,983.82		3,983.82
Emsdale-Kearney.....	5,846.41		5,846.41
	\$1,584,012.60	\$ 988,107.38	\$2,572,119.98
Rainy River:			
Highway No. 70.....	\$ 2,467.66	\$ 106,133.63	\$ 108,601.29
" " 71.....	128,002.70	85,842.33	213,845.03
" " 120.....	568,696.13	37,516.59	606,212.72
Miscellaneous Surveys.....	2,435.40		2,435.40
Connecting Links:			
Town of Fort Frances.....		327.95	327.95
Town of Rainy River.....		337.00	337.00
Unincorporated Townships:			
Dance.....		1,189.13	1,189.13
Dewart.....		1,273.38	1,273.38

DISTRICT	CONSTRUCTION	MAINTENANCE	TOTAL
Rainy River: (continued)			
Miscampbell.....		1,950.90	1,950.90
Nelles.....	583.26	1,571.92	2,155.18
North of Dance.....		942.58	942.58
Northeast of Potts.....		100.00	100.00
Sifton.....		1,842.97	1,842.97
Spohn.....		1,024.86	1,024.86
Sutherland.....		1,204.19	1,204.19
North of Fleming.....		129.01	129.01
Development Roads:			
Shebandowan Lake-Hwy. No. 120.....	1,435.16		1,435.16
Fort Frances-Big Fork-Emo.....	56,933.46	37,751.63	94,685.09
Crozier Road, North and South.....		11,850.79	11,850.79
Big Fork-Lake Despair.....		36,645.07	36,645.07
Stratton-North Branch.....		20,320.77	20,320.77
Pinewood-Minahico.....		30,612.34	30,612.34
Sleeman-Morson.....	526.32	44,935.68	45,462.00
Rainy River-Black Hawk- Clearwater Lake.....		87,208.69	87,208.69
Barwick-Black Hawk.....	23,229.17		23,229.17
Carpenter Township Road.....	15,075.50		15,075.50
	\$ 799,384.76	\$ 510,711.41	\$1,310,096.17
Sudbury:			
Highway No. 17.....	\$ 590,592.43	\$ 308,016.30	\$ 898,608.73
" " 68.....	1,092.34	49,580.15	50,672.49
" " 69.....	1,914,797.20	135,590.41	2,050,387.61
Miscellaneous Surveys.....	14,356.19		14,356.19
Sidewalks:			
Falkenbridge Road.....	506.66		506.66
Skead Road.....	1,363.85		1,363.85
Unincorporated Townships:			
Afton.....	330.56	143.00	473.56
Allen.....		250.00	250.00
Bigwood.....		3,715.25	3,715.25
Delamere.....		3,148.89	3,148.89
Hoskin.....		340.08	340.08
Haddo.....		180.93	180.93
Henry.....		1,220.93	1,220.93
Jones.....		299.74	299.74
Scollard.....		1,255.42	1,255.42
Awrey.....		149.37	149.37
Broder.....		5,188.18	5,188.18
Burwash.....	1,373.31	2,146.43	3,519.74
Capreol.....		2,635.81	2,635.81
Cleland.....		2,335.25	2,335.25
Curtin.....		348.60	348.60
Dieppe.....		1,600.00	1,600.00
Dill.....		182.93	182.93
Dryden.....		740.93	740.93
Fairbank.....		2,608.82	2,608.82
Foster.....		42.88	42.88
Hawley.....		149.37	149.37
Lorne.....		4,453.32	4,453.32
Loughrin.....		3,099.47	3,099.47
Louise.....		3,165.77	3,165.77
Lumsden.....		40.00	40.00
MacLennan.....		1,320.69	1,320.69
Merritt.....		7,217.71	7,217.71
Salter Broken Front.....		918.88	918.88
Shakespeare.....		500.00	500.00
Snider.....		865.52	865.52
Tilton.....		90.39	90.39
Trill.....		597.07	597.07
Wisher.....		650.38	650.38
Development Roads:			
Verner-Noelville.....		20,259.56	20,259.56

DISTRICT	CONSTRUCTION	MAINTENANCE	TOTAL
Sudbury: (continued)			
Riviere Veuve-Hagar-Bigwood-Rutter- Wolseley Bay.....	7,854.85	138,224.86	146,079.71
Warren-River Valley-Field.....		5,739.00	5,739.00
Englehart-Elk Lake-Westree and Spurs.....		77,661.41	77,661.41
Timmins-Cooke's Lake-Kukatush.....		15,785.92	15,785.92
Markstay to Hwy. No. 17.....		1,741.51	1,741.51
Wanapitei-Wanup.....		24,017.36	24,017.36
Sudbury-Capreol-Milnet.....	15,448.80	50,097.38	65,546.18
Hwy. No. 17, Falconbridge- Hanmer-Skead.....	18,848.31	96,650.40	115,498.71
Sudbury-Frood Mine.....		1,569.58	1,569.58
Sudbury-Levack-Geneva Lake.....	50,280.39	221,772.89	272,053.28
Creighton Mine to Hwy. No. 17.....		7,228.56	7,228.56
Whitefish-Lake Penage.....		35,723.51	35,723.51
Hwy. No. 69 to Long Lake.....		10,005.09	10,005.09
Massey-Sauble River Road.....		23,129.08	23,129.08
Thessalon-Chapleau.....	214.10	56,713.63	56,927.73
Val Caron-Chelmsford.....	34,933.27		34,933.27
Bancroft Drive.....	53,574.15		53,574.15
Ramsay Lake Road.....	12,000.00		12,000.00
	\$2,717,566.41	\$1,331,108.61	\$4,048,675.02
Temiskaming:			
Highway No. 11.....	\$ 39,855.19	\$ 170,831.02	\$ 210,686.21
“ “ 65.....	1,167.20	166,835.63	168,002.83
“ “ 66.....	30,864.16	53,557.45	84,421.61
“ “ 112.....	247.58	12,441.24	12,688.82
Miscellaneous Surveys.....	982.47		982.47
Connecting Links:			
Town of Cobalt.....		1,563.55	1,563.55
Town of Haileybury.....		74.50	74.50
Town of New Liskeard.....		7.28	7.28
Unincorporated Townships:			
Auld.....		172.91	172.91
Barber.....		460.30	460.30
Bayly.....		503.31	503.31
Beauchamp.....		6,303.22	6,303.22
Benoit.....		1,959.30	1,959.30
Best.....		70.80	70.80
Blain.....		1,922.30	1,922.30
Bryce.....		1,997.78	1,997.78
Cane.....		5,622.30	5,622.30
Eby.....		2,034.29	2,034.29
Firstbrook.....	597.42	393.48	990.90
Grenfell.....		586.63	586.63
Henwood.....		9,141.80	9,141.80
Ingram.....	4,537.46	7,162.64	11,700.10
Keefer.....		1,891.56	1,891.56
Lebel.....		858.20	858.20
Maisonville.....		1,959.29	1,959.29
Marquis.....		7,200.24	7,200.24
Marter.....	5,848.13	8,120.76	13,968.89
Otto.....		5,660.11	5,660.11
Pacaud.....		8,317.29	8,317.29
Pense.....		1,989.01	1,989.01
Robillard.....		7,823.66	7,823.66
Savard.....		7,681.25	7,681.25
Sharpe.....		3,999.83	3,999.83
Tudhope.....		945.06	945.06
Development Roads:			
Lorrain Road from Silver Centre to Hwy. No. 11.....		30,283.74	30,283.74
Haileybury West to Montreal River.....		23,486.56	23,486.56
New Liskeard-Judge-Quebec Bdry.....	10,587.24	46,631.77	57,219.01
Heaslip-Tomstown-Hilliardton.....	676.15	38,401.03	39,077.18

DISTRICT	CONSTRUCTION	MAINTENANCE	TOTAL
Temiskaming: (continued)			
McCool-Earleton-Thornloe.....		14,663.97	14,663.97
Englehart-Elk Lake-Westree and Spurs.....	1,976.55	164,555.72	166,532.27
Matatchewan-Kenogami.....	7,156.81	59,874.31	67,031.12
Boston Creek Road.....		9,141.81	9,141.81
Kenogami Road.....		1,261.44	1,261.44
Sesekinika Road.....		2,798.46	2,798.46
Timmins-Cooke's Lake-Kukatush.....		22,697.24	22,697.24
Brethour Township Road.....	14,991.94		14,991.94
Harley Township Road.....	3,977.12		3,977.12
Casey Township Road.....	20,861.60		20,861.60
Larder Lake-Englehart.....	4,999.63		4,999.63
	\$ 149,326.65	\$ 913,884.04	\$1,063,210.69
Thunder Bay:			
Highway No. 11.....	\$ 884,084.09	\$ 276,631.59	\$1,160,715.68
" " 17.....Cr.	643,506.03	555,949.89	Cr. 87,556.14
" " 17A.....	1,544.77	72,249.21	73,793.98
" " 61.....	37,342.68	56,639.61	93,982.29
" " 120.....	648,308.09	60,170.05	708,478.14
Miscellaneous Surveys.....	8,250.44		8,250.44
Unincorporated Townships:			
Armstrong.....		817.10	817.10
Blackwell.....		240.00	240.00
Dawson Road Lots.....	1,491.55	3,467.05	4,958.60
Devon.....	999.52	1,792.63	2,792.15
Forbes.....	2,000.00	3,515.67	5,515.67
Fowler.....	1,979.29	1,322.31	3,301.60
Goldie.....		1,029.04	1,029.04
Gorham.....	3,117.42	6,439.49	9,556.91
Jacques.....	793.60	2,294.27	3,087.87
Jackfish.....	792.22	192.98	985.20
Lybster.....	1,379.05	3,831.61	5,210.66
Lyons.....	915.03	895.12	1,810.15
Marks.....	1,751.86	2,804.76	4,556.62
Nakina.....		1,058.97	1,058.97
Pearson.....	1,361.25	2,724.71	4,085.96
Scoble.....	831.47	3,629.88	4,461.35
Sibley.....	993.79	3,857.30	4,851.09
Stirling.....	844.97	3,076.30	3,921.27
Strange.....	898.07	4,886.91	5,784.98
Upsala.....	998.14	1,870.70	2,868.84
Ware.....	2,036.15	6,513.67	8,549.82
Kilkenny.....	1,450.00	370.60	1,820.60
Rosspoint.....	1,194.25	17.00	1,211.25
Development Roads:			
Geraldton-Hardrock.....		3,140.03	3,140.03
Leitch to Hwy. No. 11.....		6,142.84	6,142.84
Nipigon-Pine Portage.....		22,982.89	22,982.89
Hurkett Cut-off.....		9,114.11	9,114.11
Silver Islet-Hwy. No. 17.....		32,816.21	32,816.21
Dog Lake Road.....		34,300.72	34,300.72
Oliver Road (Port Arthur-Kakabeka).....	1,778.84	23,703.79	25,482.63
Twin City Cross Road (Oliver Road to Hwy. No. 61).....	947.39	10,996.06	11,943.45
Moose Hill-Kakabeka Falls.....	94.02	80,432.39	80,526.41
Pearson-Pardee Loop and Spur.....		32,329.76	32,329.76
Round Lake-Nolalu-Hwy. No. 17.....	20.00	45,884.06	45,904.06
Marks Road (Nolalu to Hymers Cross Road).....		23,894.36	23,894.36
Devon Road (Whitefish Southerly).....		14,930.33	14,930.33
Shebandowan Lake-Hwy. No. 120.....	1,189.39	4,059.34	5,248.73
Savant Lake-Dog Hole Bay.....	85,101.62	15,000.00	100,101.62
Geraldton-Nakina.....	271.73		271.73
Blind Line Road, Conmee Township.....	11,943.77		11,943.77
Paipoonge Township Road.....	11,099.38		11,099.38

DISTRICT	CONSTRUCTION	MAINTENANCE	TOTAL
Thunder Bay: (continued)			
Rosslyn Road.....	17,202.50	.....	17,202.50
Ouimet Road.....	12,982.50	.....	12,982.50
Morgan Road.....	23,171.44	.....	23,171.44
Larson Road.....	9,771.79	.....	9,771.79
Blake Township Road.....	1,752.57	.....	1,752.57
Hymers to Lybster Townline.....	12,889.69	.....	12,889.69
	\$1,152,068.30	\$1,438,015.31	\$2,590,083.61

INVENTORY	CONSTRUCTION	MAINTENANCE	TOTAL
General Expenses:			
Stock (Materials, etc.).....Cr.	\$	\$ 82,091.40	\$ 82,091.40
Lands and Buildings.....	127,025.41	258,536.46	385,561.87
Weigh Scales.....	.....	24,252.02	24,252.02
Road Equipment.....	.....	1,365,876.59	1,365,876.59
Division Office and General Engineering.....	2,719,834.22	2,241,102.41	4,960,936.63
Traffic Census.....	.....	74,679.33	74,679.33
Forestry.....	.....	24,146.69	24,146.69
Dominion Government Repayments.....Cr.	6,588,279.17	.....	6,588,279.17
Net General Expense.....	900,045.42	676,253.47	1,576,298.89
Cr.	\$ 2,841,374.12	\$ 4,582,755.57	\$ 1,741,381.45
Total King's Highways, Township and Development Roads.....	40,692,129.25	29,340,277.11	70,032,406.36
TOTAL NET EXPENDITURE.....	\$37,850,755.13	\$33,923,032.68	\$71,773,787.81

Inventories March 31, 1954.....	\$4,033,659.37
Inventories March 31, 1955.....	3,951,567.97
Decrease in Stock.....	\$ 82,091.40

APPENDIX No. 2

DEPARTMENT EXPENDITURE BY ROADS, ETC.

April 1, 1954, to March 31, 1955

Highway No.	Location	Mileage	Construction	Maintenance	Total
2	Windsor-Quebec Boundary.....	542.2	\$ 816,954.21	\$1,998,354.73	\$2,815,308.94
2B	Hwy. No. 2, Howard Ave. - Hwy. No. 3, Dougall Ave.....	5.9	.....	870.18	870.18
3	Windsor-Fort Erie.....	260.0	549,724.76	651,408.74	1,201,133.50
3A	Chambers Corners- Niagara Falls.....	24.8	161.00	55,130.14	55,291.14
3B	Jct. Hwy. No. 3-Windsor.....	6.0	.....	4,133.70	4,133.70
3C	Ridgeway-Fort Erie.....	7.5	.....	16,192.85	16,192.85
4	Port Stanley-Flesherton.....	155.5	151,385.32	312,476.16	463,861.48
5	Toronto-Paris (Via Dundas Street).....	65.6	498,436.33	190,362.66	688,798.99
6	Port Dover-Tobermory.....	225.1	174,281.79	623,297.67	797,579.46
7	Sarnia-Perth.....	403.6	1,442,830.41	871,539.32	2,314,369.73
7A	Manchester-Peterborough.....	42.0	13,074.17	58,143.63	71,217.80
8	Niagara Falls-Goderich.....	155.7	540,782.14	274,755.12	815,537.26
8A	St. Davids-Queenston.....	2.6	.....	10,443.14	10,443.14
9	Schomberg-Kincardine.....	112.8	578,572.19	340,035.01	918,607.20
10	Port Credit-Owen Sound.....	105.0	47,172.70	549,890.11	597,062.81
11	Toronto-Nipigon.....	855.5	4,979,782.89	2,262,119.89	7,241,902.78
12	Whitby-Midland and Penetang.....	99.1	38,272.08	272,450.94	310,723.02
14	Pictou-Marmora.....	51.4	33,114.57	122,804.58	155,919.15
15	Ottawa-Kingston.....	131.0	575,140.46	354,717.72	929,858.18
16	Ottawa-Johnstown Corners.....	58.9	14,706.80	218,858.65	233,565.45
17	Quebec Boundary-Montreal River and Terrace Bay- Manitoba Boundary.....	1,194.5	3,412,419.61	2,818,875.38	6,231,294.99
17A	Port Arthur-Hwy. No. 17.....	21.0	1,544.77	72,249.21	73,793.98
18	Leamington-Windsor.....	49.0	32,021.50	41,553.81	73,575.31
18A	Kingsville-Hwy. No. 18.....	20.0	10,121.22	20,524.71	30,645.93
19	Port Burwell-Tralea.....	92.2	200,854.53	158,763.24	359,617.77
20	Niagara Falls-Burlington.....	53.3	19,593.08	167,380.07	186,973.15
21	Morpeth-Owen Sound.....	207.0	549,829.32	886,069.88	1,435,899.20
22	London-Sarnia.....	61.5	22,492.38	102,816.05	125,308.43
23	Elginfield-Teviotdale.....	60.6	6,676.29	116,871.90	123,548.19
24	Port Dover-Collingwood.....	143.4	77,579.18	257,109.49	334,688.67
24A	Paris-Galt.....	13.1	591.74	24,124.62	24,716.36
25	Queen Elizabeth Way-Acton.....	27.3	3,873.37	56,835.51	60,708.88
26	Barrie-Owen Sound.....	74.6	69,834.83	160,254.50	230,089.33
27	Long Branch-Penetang- Midland.....	91.8	366,362.41	262,019.69	628,382.10
28	Port Hope-Bancroft.....	95.9	613,027.23	386,532.52	999,559.75
29	Brockville-Arnprior.....	76.4	10,442.14	126,267.02	136,709.16
30	Brighton-Havelock.....	32.0	22,386.08	32,215.13	54,601.21
31	Morrisburg-Ottawa.....	48.4	16,844.71	153,994.91	170,839.62
32	Gananoque-Hwy. No. 15.....	12.4	4,207.97	20,632.87	24,840.84
33	Kingston-Stirling.....	87.4	124,590.55	210,465.68	335,056.23
34	Lancaster-Hawkesbury.....	38.1	2,683.41	57,950.50	60,633.91
35	Newcastle-Huntsville.....	144.2	290,163.16	220,156.28	510,319.44
36	Lindsay-Burleigh Falls.....	47.5	12,900.69	270,757.09	283,657.78
37	Belleville-Actinolite.....	29.3	31,973.40	52,416.94	84,390.34
38	Cataraqui-Hwy. No. 7.....	43.8	37,456.26	92,320.70	129,776.96
39	Windsor-Belle River.....	21.5	15,892.19	19,806.02	35,698.21
40	Sarnia-Chatham.....	50.1	4,316.63	55,118.26	59,434.89
41	Pictou-Napanee-Golden Lake.....	129.5	50,704.95	262,483.85	313,188.80
42	Forthton Westport.....	34.0	19,913.85	65,606.95	85,520.80
43	Alexandria Hwy. No. 31.....	38.7	434,265.48	74,965.52	509,231.00
44	Almonte-Carp.....	14.0	192,859.81	22,971.66	215,831.47
45	Cobourg-Norwood.....	33.0	33,498.91	96,673.56	130,172.47

Highway No.	Location	Mileage	Construction	Maintenance	Total
46	Hwy. No. 7-Coboconk (Via Kirkfield).....	34.0	10,781.13	82,876.42	93,657.55
47	Hwy. No. 12-Stouffville.....	19.0	3,541.63	101,241.47	104,783.10
48	Port Bolster-Beaverton.....	6.0	31,778.86	163,977.88	195,756.74
49	Kleinburg-Hwy. No. 50.....	3.5	4,914.97	8,791.97	13,706.94
50	Hwy. No. 7-Hwy. No. 9 (Via Bolton).....	18.0	2,520.46	48,315.34	50,835.80
51	Hwy. No. 24-Caledon (Hwy. No. 10).....	2.5	.....	9,717.54	9,717.54
52	Wentworth County Line- Hwy. No. 2.....	18.5	3,851.77	66,579.97	70,431.74
53	Eastwood-Hwy. No. 20 (Via Brantford).....	48.9	14,141.25	108,147.11	122,288.36
54	Cainsville-Cayuga.....	27.0	2,173.97	124,876.25	127,050.22
55	Hwy. No. 53-Hamilton.....	4.0	5.22	14,935.97	14,941.19
56	Jct. Hwys. No. 53 and No. 20- Canfield.....	15.5	1,816.78	37,841.10	39,657.88
57	Bismark-Hwy. No. 3A.....	9.0	246.39	99,245.40	99,491.79
58	St. Catharines-Port Colbourne.	24.0	24,859.10	37,691.88	62,550.98
59	Woodstock-Delhi.....	26.5	1,024.82	64,135.12	65,159.94
60	Huntsville-Golden Lake.....	123.2	315,628.95	246,337.51	561,966.46
61	Fort William-International Boundary.....	39.4	37,342.68	56,639.61	93,982.29
62	Madoc-Pembroke.....	118.0	61,812.81	285,439.23	347,252.04
63	North Bay-Temiskaming.....	41.0	588.84	119,351.32	119,940.16
64	Sturgeon Falls-Martin River...	34.6	3,072.22	88,565.86	91,638.08
65	New Liskeard-Matachewan.....	66.7	1,167.20	166,835.63	168,002.83
66	Hwy. No. 11-Quebec Boundary.....	37.7	30,864.16	53,557.45	84,421.61
67	Iroquois Falls-Timmins.....	43.6	23,125.91	63,377.96	86,503.87
68	McKerrow-Little Current.....	38.0	7,435.14	101,417.28	108,852.42
69	Brechin-Parry Sound- Sudbury.....	156.7	3,506,769.23	471,844.70	3,978,613.93
70	Hwy. No. 17-Hwy. No. 71.....	100.7	47,311.38	226,172.18	273,483.56
71	Fort Frances-Rainy River.....	60.0	128,002.70	85,842.33	213,845.03
72	Dinorwic-Sioux Lookout.....	48.0	16,804.75	62,385.98	79,190.73
73	Port Bruce-Dorchester Road...	23.0	2,623.39	37,168.54	39,791.93
74	New Sarum-Nilestown.....	14.0	7,722.75	19,684.25	27,407.00
75	Wallacetown-Dutton.....	2.5	5.13	3,402.12	3,407.25
76	Eagle-West Lorne.....	3.5	6.84	4,459.79	4,466.63
77	New Glasgow-Rodney.....	4.0	131.99	5,629.59	5,761.58
78	Wallaceburg-Dresden.....	10.5	542.79	10,882.86	11,425.65
79	Hwy. No. 2-Hwy. No. 7 (Watford).....	28.9	16,757.03	292,324.98	309,082.01
80	Hwy. No. 2-Alvinston (Via Glencoe).....	13.0	11,459.70	46,350.38	57,810.08
81	Delaware-Grand Bend.....	44.0	181,070.39	97,465.33	278,535.72
82	Hwy. No. 7-Port Franks.....	7.0	95.43	10,973.74	11,069.17
83	Hwy. No. 21-Hwy. No. 23 (Via Dashwood).....	24.0	176,842.42	58,259.78	235,102.20
84	St. Joseph-Hensall (Via Zurich).....	10.5	889.19	31,663.36	32,552.55
85	Kitchener-Elmira.....	12.0	19,307.47	16,913.02	36,220.49
86	Amberley-Hwy. No. 7.....	79.0	181,037.49	310,324.31	491,361.80
87	Bluevale-Harrison.....	19.5	827.86	36,433.14	37,261.00
88	Bondhead-Bradford.....	6.0	14,220.94	16,743.44	30,964.38
89	Primrose-Cookstown.....	23.5	37,128.61	103,169.29	140,297.90
90	Angus-Allandale.....	11.0	4,796.93	26,916.42	31,713.35
91	Duntroon-Stayner.....	5.2	901.09	22,880.77	23,781.86
92	Elmvale-Wasaga Beach.....	9.0	139,770.18	23,919.32	163,689.50
93	Crown Hill-Waverley.....	17.5	4,525.45	47,068.94	51,594.39
94	Callander-Hwy. No. 17.....	6.5	971.40	10,504.63	11,476.03
95	Wolfe Island North and South Road.....	7.0	566.12	21,085.76	21,651.88
96	Wolfe Island East and West Road.....	20.0	2,204.59	58,055.04	60,259.63

Highway No.	Location	Mileage	Construction	Maintenance	Total
97	Hickson-Freelton.....	44.5	261,128.16	90,457.82	351,585.98
98	Windsor-Blenheim.....	58.7	4,079.68	215,977.10	220,056.78
99	Dundas-Hwy. No. 24.....	16.5	.....	57,319.63	57,319.63
100	Thamesford-Hwy. No. 7.....	16.0	3,166.27	70,337.42	73,503.69
101	Hwy. No. 67-East end of Highway.....	71.0	3,862.81	120,569.77	124,432.58
102	Jct. Hwy. No. 2-Dundas.....	2.2	.....	7,698.48	7,698.48
103	Waubashene-Port Severn.....	6.4	19,551.27	12,109.53	31,660.80
104	Hwy. No. 9-Grand Valley.....	1.8	11,671.66	7,127.10	18,798.76
105	Vermilion Bay-Red Lake.....	111.9	1,085.87	202,235.99	203,321.86
106	Welcome-Dale.....	2.7	300.00	6,568.08	6,868.08
107	Ruthven-Hwy. No. 18.....	1.0	.....	950.45	950.45
108	Queen Elizabeth Way-Hwy. No. 27.....	4.0	305.00	631.46	936.46
109	Dawes Road-Hwy. No. 2 (Eglinton Ave.).....	4.8	.....	816.33	816.33
110	Hwy. No. 15-Hwy. No. 29 (Carleton Place).....	1.3	.....	3,269.48	3,269.48
112	Hwy. No. 11-Hwy. No. 66.....	12.0	247.58	12,441.24	12,688.82
114	Hwy. No. 98-Hwy. No. 3.....	1.2	.....	1,129.03	1,129.03
115	Hwy. No. 35-Hwy. No. 28.....	16.7	942,226.16	31,945.71	974,171.87
116	Patricia-Hudson.....	10.0	.....	9,796.68	9,796.68
120	Hwy. No. 17-Atikokan.....	87.7	1,217,004.22	97,686.64	1,314,690.86
122	Hwy. No. 2-Queen Elizabeth Way.....	3.7	153,247.75	6,510.57	159,758.32
400	Toronto-Crown Hill, Controlled Access.....	53.2	658,602.41	378,842.61	1,037,445.02
401	Windsor-Quebec Boundary, Controlled Access.....	Under Const.	10,942,150.24	341,826.23	11,283,976.47
402	Point Edward Highway, Controlled Access.....	3.8	594.10	8,699.76	9,293.86
451	Queen Elizabeth Way.....	97.3	892,453.96	979,697.32	1,872,151.28
452	Pelee Island.....	.....	.....	8,659.54	8,659.54
453	Ferries.....	.....	124,862.41	93,271.12	218,133.53
499	Miscellaneous Surveys.....	.....	70,890.67	.....	70,890.67
TOTAL KING'S HIGHWAYS, ETC.....			\$37,539,731.19	\$23,629,762.81	\$61,169,494.00

INVENTORY	Construction	Maintenance	Total
Total Sidewalks.....	\$ 25,783.76	.....	\$ 25,783.76
Total Connecting Links.....	79,463.82	78,218.92	157,682.74
Total Development Roads.....	1,215,449.82	5,065,267.91	6,280,717.73
Total Development Roads Part VI (H.I.A.).....	1,662,265.45	1,222.94	1,663,488.39
Total Unincorporated Townships.....	169,435.21	565,804.53	735,239.74
Stock (Materials, etc.)..... Cr.	.....	82,091.40	82,091.40
Lands and Buildings.....	127,025.41	258,536.46	385,561.87
Weigh Scales.....	.....	24,252.02	24,252.02
Road Equipment.....	.....	1,365,876.59	1,365,876.59
Division Office and General Engineering.....	2,719,834.22	2,241,102.41	4,960,936.63
Traffic Census.....	.....	74,679.33	74,679.33
Forestry.....	.....	24,146.69	24,146.69
Dominion Government Repayments..... Cr.	6,588,279.17	.....	6,588,279.17
Net General Expense.....	900,045.42	676,253.47	1,576,298.89
TOTAL.....	\$37,850,755.13	\$33,923,032.68	\$71,773,787.81

Inventories March 31, 1954 \$4,033,659.37
 Inventories March 31, 1955 3,951,567.97

Decrease in Stock \$ 82,091.40

THE HIGHWAY RESERVE ACCOUNT**Statement from Inception October 1952 to March 31, 1955**

Funds provided in Estimates:		
Supplementary Estimate, October 1952..	\$20,000,000.00	
Supplementary Estimate, March 1953.....	10,000,000.00	
Regular Estimate, April 1953	23,000,000.00	
Supplementary Estimate, 1953-4.....	17,500,000.00	
TOTAL	\$70,500,000.00	
Less Expenditure, 1953-4.....	29,331,194.55	
		\$41,168,805.45
Regular Estimate, April 1954	23,000,000.00	
Supplementary Estimate, 1954-5	15,500,000.00	
		38,500,000.00
		79,668,805.45
Less Expenditure, 1954-55.....		26,937,616.41
		\$52,731,189.04
BALANCE UNEXPENDED AS AT MARCH 31ST, 1955.....		\$52,731,189.04

**Highway 69, T.C. Grading operations near Sudbury.**

APPENDIX No. 3

**SCHEDULE OF ASSUMPTIONS OF SECTIONS OF THE
KING'S HIGHWAY SYSTEM FOR THE FISCAL YEAR
ENDING MARCH 31, 1955**

COUNTY OR DISTRICT	PLAN NOS.	LOCATION OF ROAD	EFFECTIVE DATE	HWY. NO.	MILES
Algoma.....	A-43-12	Townships 4D, 5D, 6D, 7D.....	July 21, 1954	.....	24.50
Bruce.....	A-2-29	Bruce Twp.....	Feb. 2, 1955	21	0.76
Carleton.....	A-3-55	Goulbourn Twp.....	May 19, 1954	15	0.40
Carleton.....	A-3-57	Goulbourn Twp.....	May 19, 1954	15	0.68
Carleton.....	A-3-59	Goulbourn Twp.....	May 19, 1954	15	0.43
Carleton.....	A-3-60	Goulbourn Twp.....	May 19, 1954	15	0.46
Carleton.....	A-3-61	Nepean Twp.....	Mar. 23, 1955	16	0.42
Cochrane.....	A-44-20	Cook, Playfair, Hislop & Bowman Twps.....	Oct. 6, 1954	11	15.0
Dundas.....	A-5-18	Mountain Twp.....	Sept. 15, 1954	31	0.48
Dundas.....	A-5-19	Winchester Twp.....	Sept. 15, 1954	31	0.16
Durham.....	A-6-31	Bowmanville Twp.....	July 21, 1954	401	0.54
Glengarry.....	A-10-13	Lancaster Twp.....	Apr. 7, 1954	2	0.38
Glengarry.....	A-10-15	Lancaster Twp.....	Nov. 10, 1954	2	0.09
Grenville.....	A-11-16	Edwardsburgh.....	July 21, 1954	2	.....
Grey.....	A-12-39	St. Vincent Twp.....	May 5, 1954	2	1.73
Grey.....	A-12-41	Collingwood Twp.....	May 26, 1954	26	0.70
Grey.....	A-12-42	Holland Twp.....	May 26, 1954	10	0.22
Grey.....	A-12-43	Holland Twp.....	May 26, 1954	10	.....
Grey.....	A-12-46	Derby Twp.....	Nov. 3, 1954	21	0.38
Grey.....	A-12-48	Artemesia Twp.....	Mar. 23, 1955	4	0.58
Grey.....	A-12-51	Artemesia Twp.....	Mar. 23, 1955	4	0.20
Haldimand.....	A-13-28	Oneida Twp.....	Feb. 2, 1955	6	.....
Haldimand.....	A-13-29	North Cayuga Twp.....	Feb. 2, 1955	3	0.52
Haldimand.....	A-13-31	Walpole Twp.....	Mar. 23, 1955	3	0.30
Haliburton.....	A-54-3	Lutterworth Twp.....	July 21, 1954	35	1.02
Haliburton.....	A-54-5	Minden Twp.....	Nov. 10, 1954	35	1.68
Halton.....	A-14-27	Nelson Twp.....	July 21, 1954	2	.....
Halton.....	A-14-26	Trafalgar Twp.....	Sept. 13, 1954	2	.....
Halton.....	A-14-28	Trafalgar Twp.....	Sept. 22, 1954	2	.....
Hastings.....	A-15-77	Monteagle Twp.....	June 16, 1954	62	3.11
Hastings.....	A-15-79	Sidney Twp.....	Nov. 3, 1954	401	1.72
Huron.....	A-16-40	Goderich Twp.....	Nov. 24, 1954	8	2.00
Huron.....	A-16-41	Stanley & Goderich Twps.....	Dec. 15, 1954	21	1.16
Kent.....	A-17-44	Zone Twp.....	July 21, 1954	2	0.38
Kent.....	A-17-45	Gore of Chatham & Gore of Camden.....	Nov. 24, 1954	78	0.45
Kent.....	A-17-47	Gore of Chatham Twp.....	Dec. 15, 1954	78	0.96
Kent.....	A-17-50	Tilbury East Twp.....	Mar. 23, 1955	98	.....
Kent.....	A-17-51	Tilbury East Twp.....	Mar. 23, 1955	98	.....
Lambton.....	A-18-46	Warwick Twp.....	Sept. 15, 1954	79&7	0.46
Lanark.....	A-19-38	Bathurst Twp.....	July 21, 1954	7	8.80
Lanark.....	A-19-40	South Sherbrooke.....	Nov. 3, 1954	7	0.87
Leeds.....	A-20-54	Bastard Twp.....	Sept. 22, 1954	15	0.46
Leeds.....	A-20-56	Bastard Twp.....	Nov. 10, 1954	15	0.24
Leeds.....	A-20-58	Bastard Twp.....	Nov. 10, 1954	15	.....
Leeds.....	A-20-59	South Crosby Twp.....	Mar. 30, 1955	15	0.14
Muskoka.....	A-47-23	Stephenson Twp.....	Aug. 4, 1954	11	0.98
Muskoka.....	A-47-24	Stephenson, Brunel & Chafey Twps.....	Aug. 4, 1954	11	4.77
Muskoka.....	A-47-22	Morrison Twp.....	Sept. 15, 1954	11	2.58
Muskoka.....	A-47-25	Macauly Twp.....	Sept. 15, 1954	11	0.87
Muskoka.....	A-47-26	Muskoka Twp.....	Nov. 24, 1954	11	0.11
Norfolk.....	A-29-27	Windham Twp.....	Feb. 23, 1955	3	0.36
Northumberland	A-25-28	Murray Twp.....	Sept. 15, 1955	2	0.53
Ontario.....	A-26-42	Mara & Rama Twps.....	June 16, 1954	69	1.93
Ontario.....	A-26-44	Mara & Rama Twps.....	June 16, 1954	69	0.27
Ontario.....	A-26-46	Mara & Rama Twps.....	June 16, 1954	69	2.28
Ontario.....	A-26-48	Mara & Rama Twps.....	June 16, 1954	69	0.94
Ontario.....	A-26-50	Mara & Rama Twps.....	June 16, 1954	69	.....
Ontario.....	A-26-51	Whitby Twp.....	Dec. 15, 1954	401	0.24
Oxford.....	A-27-23	Blandford Twp.....	Nov. 3, 1954	97	0.22

COUNTY OR DISTRICT	PLAN NOS.	LOCATION OF ROAD	EFFECTIVE DATE	HWY. No.	MILES
Parry Sound	A-49-13	Machar & Laurier Twps.	Feb. 2, 1955	11	6.80
Parry Sound	A-49-14	Conger & Humphry Twps.	Mar. 30, 1955	69	6.74
Peel	A-28-26	Toronto Twp.	Feb. 2, 1955	10	.....
Peel	A-28-27	Albion Twp.	Feb. 2, 1955	9	.....
Peterborough	A-30-54	Burleigh Twp.	Sept. 22, 1954	28	0.66
Peterborough	A-30-55	Burleigh Twp.	Nov. 3, 1954	28	0.86
Prescott	A-31-18	Alfred & Longueuil Twps.	Feb. 2, 1955	17	1.04
Prescott	A-31-19	Longueuil & West Hawkesbury & Village of L'Orignal	Mar. 23, 1955	17	3.92
Prince Edward	A-32-17	Hillier Twp.	Mar. 30, 1955	33	1.88
Renfrew	A-33-46	Pembroke Twp.	Mar. 23, 1955	17	0.56
Simcoe	A-35-84	Orillia Twp.	Nov. 3, 1954	11	0.64
Simcoe	A-35-87	Tiny Twp.	Mar. 23, 1955	27	.....
Stormont	A-36-11	Onsnabruck Twp.	Feb. 23, 1955	2	.....
Sudbury	A-51-28	Graham Twp.	June 16, 1954	17	3.08
Sudbury	A-51-30	McKim & Snider Twps.	Sept. 15, 1954	17	1.55
Sudbury	A-51-27	Snider & Waters Twp.	Nov. 10, 1954	17	5.95
Temiskaming	A-53-7	Grenville, Maisonville & Benoit Twps.	Oct. 6, 1954	11	13.60
Temiskaming	A-53-8	Coleman Twp.	Feb. 2, 1955	11	3.36
Wellington	A-40-46	Minto Twp.	Nov. 3, 1954	9	0.26
Wellington	A-40-48	Nichol Twp.	Feb. 2, 1955	6	0.30
Wentworth	A-41-58	East & West Flamborough Twp.	Mar. 9, 1955	5&6	.....
Wentworth	A-41-59	Saltfleet Twp.	Mar. 23, 1955	20	1.02
Wentworth	A-41-60	Barton and Glanford Twps.	Mar. 23, 1955	6	.....
Victoria	A-37-42	Ops Twp.	Sept. 15, 1954	7	0.40
Victoria	A-37-43	Ops Twp.	Feb. 23, 1955	35	0.14
York	A-42-97	Markham & Whitchurch Twps.	May 5, 1954	47	1.50
York	A-42-70	North York Twp.	June 16, 1954	401	0.07
York	A-42-71	North York Twp.	June 16, 1954	401	0.63
York	A-42-72	North York Twp.	June 16, 1954	401	0.18
York	A-42-73	North York Twp.	June 16, 1954	401	0.29
York	A-42-98	Etobicoke Twp.	Nov. 24, 1954	Q.E.W.	0.22
TOTAL 90 PLANS					144.11

APPENDIX No. 3A

SCHEDULE OF REVERSIONS OF SECTIONS OF THE KING'S HIGHWAY SYSTEM FOR THE FISCAL YEAR ENDING MARCH 31, 1955

COUNTY OR DISTRICT	PLAN NOS.	LOCATION OF ROAD	EFFECTIVE DATE	HWY. No.	MILES
Bruce	A-2-28	Bruce Twp.	Dec. 28, 1954	21	0.06
Carleton	A-3-54	Goulbourn Twp.	May 10, 1954	15	0.44
Carleton	A-3-56	Goulbourn Twp.	May 10, 1954	15	0.89
Carleton	A-3-58	Goulbourn Twp.	May 10, 1954	15	0.30
Durham	A-6-32	Cavan Twp.	Nov. 15, 1954	7A	2.70
Grey	A-12-38	Collingwood Twp.	Mar. 22, 1954	26	1.15
Grey	A-12-40	St. Vincent Twp.	May 10, 1954	26	0.88
Grey	A-12-44	Holland Twp.	July 19, 1954	10	0.24
Grey	A-12-45	Holland Twp.	Sept. 7, 1954	10	.....
Grey	A-12-47	Derby Twp.	Nov. 8, 1954	21	0.40
Grey	A-12-49	Artemesia Twp.	Mar. 21, 1955	4	0.14
Grey	A-12-50	Artemesia Twp.	Mar. 21, 1955	4	0.50
Grey	A-12-52	Artemesia Twp.	Mar. 21, 1955	4	0.21
Haldimand	A-13-30	North Cayuga Twp.	Jan. 31, 1955	3	0.51
Haldimand	A-13-32	Walpole Twp.	Mar. 21, 1955	3	0.32
Haliburton	A-54-4	Lutterworth Twp.	July 26, 1954	35	1.04
Haliburton	A-54-56	Minden Twp.	Oct. 12, 1954	35	1.77
Halton	A-14-29	Town of Milton	Dec. 28, 1954	25	0.78
Halton	A-14-30	Town of Milton	Dec. 28, 1954	25	0.40
Hastings	A-15-78	Monteagle Twp.	June 21, 1954	62	3.53
Huron	A-16-42	Stanley Twp.	Nov. 29, 1954	21	0.30

COUNTY OR DISTRICT	PLAN NOS.	LOCATION OF ROAD	EFFECTIVE DATE	HWY. No.	MILES
Huron.....	A-16-43.....	Ashfield Twp.....	Nov. 29, 1954	21	1.65
Kent.....	A-17-46.....	Gore of Chatham & Gore of Camden Twps.....	Nov. 15, 1954	78	0.49
Kent.....	A-17-49.....	Zone Twp.....	Nov. 15, 1954	2	0.36
Kent.....	A-17-48.....	Gore of Chatham Twp.....	Nov. 29, 1954	78	1.22
Lanark.....	A-19-39.....	Bathurst Twp.....	July 26, 1954	7	1.98
Lanark.....	A-19-41.....	South Sherbrooke Twp.....	Nov. 8, 1954	7	0.90
Leeds.....	A-20-55.....	Bastard Twp.....	Sept. 27, 1954	15	0.51
Leeds.....	A-20-57.....	Bastard Twp.....	Oct. 12, 1954	15	0.26
Northumberland.....	A-25-29.....	Murray Twp.....	May 31, 1954	2	0.10
Northumberland.....	A-25-30.....	Cramahe Twp.....	Sept. 20, 1954	2	0.26
Ontario.....	A-26-43.....	Rama Twp.....	May 31, 1954	69	1.72
Ontario.....	A-26-45.....	Rama Twp.....	May 31, 1954	69	2.05
Ontario.....	A-26-47.....	Mara Twp.....	May 31, 1954	69	1.80
Ontario.....	A-26-49.....	Mara Twp.....	May 31, 1954	69	.97
Oxford.....	A-27-32.....	Blandford & East Oxford Twps.....	Jan. 1, 1952	2	.....
Oxford.....	A-27-34.....	Blandford Twp.....	Nov. 15, 1954	97	0.26
Parry Sound.....	A-49-17.....	Conger Twp.....	Mar. 14, 1955	69	0.48
Parry Sound.....	A-49-15.....	Humphry Twp.....	Mar. 21, 1955	69	3.84
Parry Sound.....	A-49-16.....	Humphry Twp.....	Mar. 21, 1955	69	0.36
Peel.....	A-28-28.....	Albion Twp.....	Jan. 31, 1955	9	.....
Peterborough.....	A-30-53.....	Burleigh Twp.....	Sept. 20, 1954	28	0.70
Peterborough.....	A-30-56.....	Burleigh Twp.....	Nov. 15, 1954	28	0.78
Peterborough.....	A-30-57.....	Burleigh Twp.....	Nov. 15, 1954	28	0.16
Peterborough.....	A-30-61.....	Burleigh Twp.....	Jan. 31, 1955	28	0.33
Rainy River.....	A-50-16.....	Dilke Twp.....	Feb. 15, 1954	71	2.90
Rainy River.....	A-50-17.....	Morley Twp.....	Feb. 15, 1954	71	2.00
Renfrew.....	A-33-47.....	Pembroke Twp.....	Mar. 21, 1955	17	0.58
Simcoe.....	A-35-85.....	Orillia Twp.....	Dec. 28, 1954	11	0.98
Simcoe.....	A-35-86.....	Adjala Twp.....	Jan., 31, 1955	9	.....
Stormont.....	A-36-12.....	Osnabruck Twp.....	Feb. 28, 1955	2	.....
Sudbury.....	A-51-29.....	Graham Twp.....	May 31, 1954	17	2.90
Sudbury.....	A-51-23.....	McKim Twp.....	Nov. 29, 1954	17	0.76
Sudbury.....	A-51-31.....	Waters Twp.....	Dec. 28, 1954	17	3.60
Sudbury.....	A-51-32.....	Waters Twp.....	Jan. 31, 1955	17	0.12
Temiskaming.....	A-53-6.....	Grenfell, Maisonville & Benoit Twps.....	Sept. 27, 1954	11	14.40
Temiskaming.....	A-53-9.....	Coleman Twp.....	Jan. 17, 1955	11	3.44
Temiskaming.....	A-53-10.....	Coleman Twp.....	Jan. 31, 1955	11	0.92
Waterloo.....	A-38-49.....	North Dumfries Twp.....	June 21, 1954	24	0.42
Wellington.....	A-40-47.....	Minto Twp.....	Nov. 15, 1954	9	0.27
Wellington.....	A-40-49.....	Nichol Twp.....	Jan. 31, 1955	6	0.31
Wellington.....	A-40-50.....	Erin Twp.....	Jan. 31, 1955	24	0.08
Wellington.....	A-40-51.....	Erin Twp.....	Jan. 31, 1955	24	0.02

TOTAL 63 PLANS..... 71.44

APPENDIX No. 3B

SCHEDULE OF ALL CONTROLLED-ACCESS HIGHWAYS

HIGHWAY	DESIGNATED BY ONTARIO REGULATION NUMBER	MILEAGE	CONSOLIDATED REGULATIONS (1950) NUMBER
No. 3 Windsor to Maidstone.....	39/45	11.10	406 Item 1
No. 11 Town of Gravenhurst.....	161/51	1.31	.....
No. 11 Gravenhurst northerly.....	113/53	20.21	.....
No. 11 North Bay Interceptor.....	218/53	8.33	.....
No. 102 Hamilton to Dundas.....	110/51	1.61	.....
No. 400 Toronto to Barrie.....	128/48	45.09	135 Item 1
No. 400 Barrie Interceptor.....	190/52	6.00	.....
No. 401 West Hill to Oshawa.....	184/50	18.63	134 Item 3
No. 401 Toronto Interceptor —			
N. York west of Yonge St.....	110/51	6.84	.....
Scarborough Twp.....	150/53	8.88	.....
* N. York east of Yonge St.....	79/54	4.71	.....
* Etobicoke.....	79/54	3.30	.....
* Etobicoke.....	184/54	4.08	.....
No. 401 Oshawa — Newcastle.....	292/51	12.81	.....
No. 401 Prescott Interceptor —			
Hwy. 16 westerly.....	46/52	2.20	.....
No. 401 Gananoque to Brockville.....	352/52	29.44	.....
No. 401 Chatham to Windsor.....	48/53	9.66	.....
No. 401 Woodstock to Ingersoll.....	44/54	16.45	.....
No. 401* Ingersoll to London.....	115/54	21.46	.....
No. 401* Kingston Interceptor.....	138/54	3.59	.....
No. 401* Brockville Interceptor.....	226/54	3.21	.....
No. 402 Pt. Edward to Hwy. No. 7.....	63/46	3.39	406 Item 10
* Ivy Lee Bridge Approach.....	47/55	1.06	.....
Ottawa to Quebec Boundary —			
Gloucester Twp.....	223/50	3.31	134 Item 4
Cumberland Twp.....	112/53	9.98	.....
Clarence Twp.....	112/53	9.89	.....
Q.E.W. Fort Erie to Toronto excepting Burlington —			
Beach Road.....	121/50	85.68	134 Item 1
Town of Fort Erie.....	48/53	.71	.....
Rainbow Bridge Approach —			
Q.E.W. to Niagara Falls.....	121/50	2.60	134 Item 2

March 31, 1954 to March 31, 1955

INTERCHANGE	DESIGNATED BY ONTARIO REGULATION NUMBER	MILEAGE	CONSOLIDATED REGULATIONS (1950) NUMBER
No. 401* Innisfil Twp. Hwy. No. 27.....	183/54	.....	.....
No. 401 Toronto—Oshawa —			
(a) Scarborough Twp. —			
* (1) Highland Creek.....	48/55	.....	.....
* (2) Townline.....	48/55	.....	.....
(b) Pickering Twp. —			
* (1) Townline.....	227/54	.....	.....
* (2) Liverpool.....	227/54	.....	.....
* (3) Pickering.....	227/54	.....	.....
* (4) Ajax.....	227/54	.....	.....
(c) City of Oshawa —			
* (1) Cromwell Ave.....	30/55	.....	.....
* (2) Simcoe St.....	30/55	.....	.....
Q.E.W. Bertie Twp. —			
* (1) Bowen Road.....	153/54	.....	.....

TOTAL MILEAGE AS OF MARCH 31, 1955.....355.53 miles

NOTE. — During the Fiscal Year ending March 31, 1955 the following controlled-access regulations were revoked:

HIGHWAY	DESIGNATED BY ONTARIO REGULATION NUMBER	MILEAGE	CONSOLIDATED REGULATIONS (1950) NUMBER
No. 2 Chatham south-westerly.....	39/45	6.19	406 Item 6
No. 2 Malton Rd. to Q.E.W.....	39/45	7.56	406 Item 8
TOTAL MILEAGE AS OF MARCH 31, 1955.....			13.75 miles
TOTAL MILEAGE DESIGNATED DURING THE FISCAL YEAR ENDING MARCH 31, 1955			20 PLANS.....
			42.41 miles

* Denotes highway or interchange designated during the current fiscal year.

APPENDIX No. 3C

SCHEDULE OF PLANS DESIGNATING THE KING'S HIGHWAY

COUNTY OR DISTRICT	PLAN NUMBERS	LOCATION OF ROAD	DATE DESIGNATED	Hwy. No.	MILES
Durham	P-3063	Darlington Twp.	Mar. 17, 1955	115	0.10
	P-2390-16	Clarke Twp.	Mar. 17, 1955	115 (35)	4.25
	P-3064-4	Clarke Twp.	Mar. 17, 1955	115	2.08
	P-3052-4	Manvers Twp.	Mar. 17, 1955	115	5.25
	P-3056-6	Cavan Twp.	Mar. 17, 1955	115	9.44
Frontenac	P-3036-5	Kingston Twp.	Aug. 5, 1954	401	3.59
	P-3036-4	Kington City	Aug. 5, 1954	401	2.22
Leeds	P-3095-11	Elizabethtown Twp.	Nov. 25, 1954	401	6.00
	P-2026-36	Fr. of Leeds and Lansdowne Twp.	Mar. 8, 1955	Ivy Lea Bridge	1.06
Middlesex	P-3047-10	North Dorchester Twp.	June 24, 1954	401	9.78
	P-3053-10	Westminster Twp.		401	11.68
Ontario	P-2310-49	Pickering Twp.	Nov. 19, 1954	401	
	P-2310-48			401	
	P-2310-52			401	
	P-2310-51			401	
	P-2551-40	Oshawa City	Jan. 27, 1955	401	
	P-2551-39			401	
Simcoe	P-2756-49	Innisfil Twp.	Oct. 28, 1954	400	
	P-3021-10	Orillia Twp.	Feb. 10, 1955	11	6.10
	P-1726-17	Oro Twp.	Mar. 3, 1955	11	5.19
Welland	P-2511-38	Bertie Twp.	Aug. 26, 1954	Q.E.W.	
York	P-2083-38	Etobicoke Twp.	Oct. 21, 1954	401 (27)	4.08
	P-1938-134	Scarborough Twp.	Feb. 10, 1955	401	
	P-1938-128			401	
TOTAL 24 PLANS					70.82



Highway 11. Swamp excavation and backfill to obtain settlement at once. West of Cochrane.



Highway 41. Beaver Lake roadside park near Erinsville.

APPENDIX No. 4 BRIDGES COMPLETED DURING 1954

NAME	TYPE	SPAN	ROAD	TOWNSHIP	LOT	CONCESSION	COUNTY OR DISTRICT	DIVISION
Belle River Rd. Overpass	Concrete beam and slab	1 @ 40'2"	Highway No. 401-Tilbury-Windsor	Rochester	16-17	I	Essex	1
Chandos Twp. Bridge (Crow River)	Low steel truss (formerly at Eels Ck.)	75'	Sec. road No. 214 Glen Alda-Apsley Loop	Chandos	30	VIII	Peterborough	10
Coles Creek	Concrete rigid frame (culvert type)	1 @ 25'	Highway No. 60 Killaloe-Deacon	Hagarty	6	VI	Renfrew	10
Cranberry Lake C.N.R. Overhead	Steel girder	5 @ 54'	Highway No. 69 Parry Sound-French R.	Mowat	35	XIV	Parry Sound	11
Dundas St. Underpass	Composite steel and concrete rigid frame	1 @ 108'	Highway No. 27 Toronto By-pass	Etobicoke	11	IV and V	York	6
Etobicoke Twp. C.P.R. Overhead	Steel rigid frame	1 @ 83'6"	Highway No. 27 Toronto By-pass	Etobicoke	10-11	IV	York	6
Fall River Bridge	Concrete rigid frame	1 @ 50'	Highway No. 7 Perth-Peterborough	S. Sherbrooke	13	IX	Lanark	8
Kellar Bridge (Moua River)	Concrete rigid frame	30', 40', 30'	Highway No. 62 Madoc-Bancroft	Madoc	23	V-VI	Hastings	10
Kingston Twp. C.N.R. Overhead	Concrete beam and slab	69', 78', 69'	Highway No. 401 Kingston By-pass	Kingston	12	Cat. River	Frontenac	8
Moxam's Creek Bridge	Steel beam on pile bents	7 @ 20'	Highway No. 17 Sudbury-Soo	Waters	8	IV	Sudbury	17
Mud Creek	Concrete rigid frame box (culvert type)	1 @ 22'	Highway No. 41	Richmond	21-22	VII	Lennox and Addington	8
North Queen St. Overpass	Concrete rigid frame	1 @ 52'	Highway No. 27 Toronto By-pass	Etobicoke	10-11	III-IV	York	6
Oxford W. Twp. C.P.R. Overhead	Concrete beam and slab	1 @ 45'	Highway No. 401 Woodstock-London	Oxford W.	20-21	II	Oxford	2
Portage Creek Bridge	Steel beam on pile bents	6 @ 20', 1 @ 25', 1 @ 17'-4 3/8", 1 @ 16'-10 5/8"	Highway No. 69 T.C.H. Bala-Parry Sound	Humphry	34-35	V	Parry Sound	11
Queensway Overpass	Concrete rigid frame	1 @ 57'	Highway No. 27 Toronto By-pass	Etobicoke	10-11	III	York	6

NAME	TYPE	SPAN	ROAD	TOWNSHIP	LOT	CONCESSION	COUNTY OR DISTRICT	DIVISION
Richview Rd. Underpass	Composite steel and concrete rigid frame	1 @ 108'-1 $\frac{1}{4}$ "	Highway No. 27 Toronto By-pass	Etobicoke	16-17	II-III F. Humber	York	6
St. Joachim Rd. Overpass	Concrete beam and slab	1 @ 40'	Highway No. 401 Tilbury-Windsor	Rochester	18-19	IV-V	Essex	1
St. Joseph Island Bridge	Low steel truss, steel beam approaches	1 @ 92'	Mainland- St. Joseph Island	St. Joseph Island	22	D	Algoma	18
Scarborough Twp. Overpass	Concrete rigid frame	1 @ 61'-9"	Jct. Highways No. 401 and No. 2, Toronto By-pass	Scarborough	2	I	York	6
Spencer Creek Bridge (Extensions)	Concrete beam and slab extensions	1 @ 45'	Highway No. 5 Hwy. No. 6 to No. 8	Beverly	34	III	Wentworth	4
Still River and C.P.R. Overhead	Steel arch, steel beam approaches	40', 60', 150' 55', 55'	Highway No. 69 at Britt Henvey, Parry Sound- French R.	Henvey	4-2	A-B	Parry Sound	11
Sturgeon Falls Bridge (Sturgeon River) (Champlain Bridge)	Steel spandrel arch, concrete approaches	28', 180', 28'	Highway No. 17 North Bay-Sudbury	Springer	5	I	Nipissing	13
Sunshine Creek Bridge	Concrete rigid frame	1 @ 60'	Highway No. 17, Jct. Hwy. 17 & 17A Finmark	Dawson Rd. Lots	40-41	B	Thunder Bay	19
Trent Valley Canal Bridge	Continuous steel plate girder	79'-6", 79'-6"	Highway No. 11 Orillia-Severn	Orillia and Orillia Island	9	XIV	Simcoe	6
Verona Bridge (Hardwood Creek)	Steel beam and slab extension	1 @ 35'-3"	Highway No. 38 Kingston-Hwy. No. 7	Portland	9-10	X	Frontenac	8
Waldemar Bridge (Grand River)	Concrete rigid frame	40', 50', 40'	Highway No. 9 Orangeville-Arthur	Amaranth and Ega Caratara.	W $\frac{1}{2}$, 1, 17	IX, XIV	Dufferin	5
Washago C.N.R. Overhead	Steel rigid frame	1 @ 83'-7 $\frac{1}{2}$ "	Highway No. 11 Washago By-pass	Orillia	9	XIV	Simcoe	6
Westminster Twp. L.&P.S. Rly. Overhead	Precast beam and slab	1 @ 34'-5 $\frac{3}{8}$ "	Highway No. 401 Woodstock-London	Westminster	19	II	Middlesex	2
Whitefish River Bridge (Plint Bridge)	Crescoted timber truss	1 @ 60'	Twp. Rd., Hymers- Kakabeka	O'Connor	5	II-III	Thunder Bay	19
Willow Creek	Concrete rigid frame	1 @ 40'	Highway No. 11 N.E. of Crown Hill	Oro	11 and A	II	Simcoe	6
Young's Point Bridge (Otonabee River)	Steel low truss, steel beam approaches	50', 108'-6", 108'-6", 50'	Highway No. 28 Lakefield to Burleigh	Douro and Smith	25-26 36-37	IV XII	Peterborough	7

APPENDIX No. 5

COUNTIES

Chronological Summary of Road Expenditure and Provincial Subsidy

YEAR	NUMBER OF COUNTIES	APPROVED EXPENDITURE	GOVERNMENT SUBSIDY
1903	4	\$ 166,149.06	\$ 55,383.02
1904	7	291,085.42	97,028.48
1905	6	179,593.62	59,864.53
1906	8	247,102.37	82,367.45
1907	14	383,518.86	127,839.62
1908	15	429,393.57	143,131.16
1909	16	440,374.08	146,791.36
1910	17	553,312.61	184,437.54
1911	19	712,072.52	237,357.50
1912	20	898,631.18	299,543.69
1913	20	847,684.15	282,561.35
1914	20	785,521.93	261,840.61
1915	20	811,540.05	270,513.34
1916	21	955,447.19	327,663.76
1917	30	1,388,341.87	483,621.32
1918	36	2,226,899.70	815,440.01
1919	37	5,714,937.19	2,623,719.24
1920	37	7,956,863.72	3,626,418.08
1921	37	11,078,288.39	5,119,882.26
1922	37	9,162,491.79	4,258,339.83
1923	37	7,403,509.96	3,418,523.07
1924	37	6,861,451.62	3,214,321.50
1925	37	6,608,431.04	3,222,678.10
1926	37	5,838,445.12	2,913,660.96
1927	37	7,424,464.85	3,706,719.88
1928	37	8,784,420.42	4,360,222.86
1929	37	9,212,758.04	4,591,110.16
1930	37	8,929,424.27	4,463,527.11
1931	37	7,265,350.65	3,625,860.66
1932	37	4,214,410.70	2,106,457.18
1933	37	3,058,622.91	1,529,228.37
1934	37	3,391,768.96	1,695,291.35
1935	37	3,107,215.32	1,553,273.39
1936	37	3,438,188.53	1,718,944.63
1937	37	4,062,753.39	2,031,372.49
1938	37	4,686,333.38	2,342,971.65
1939	37	4,775,109.01	2,387,240.73
1940	37	4,496,702.25	2,247,977.06
1941	37	4,805,301.60	2,402,650.75
1942	37	3,221,505.02	1,610,752.54
1943	37	3,951,745.47	1,975,872.73
1944	37	4,675,028.89	2,365,507.20
1945	37	5,692,079.85	2,898,135.97
1946	37	7,392,946.45	3,769,755.43
1947	37	9,597,750.67	5,064,601.24
1948	37	11,345,808.93	6,176,598.43
1949	37	12,645,251.23	6,949,735.96
1950	37	12,863,429.71	6,923,703.44
1951	37	15,136,060.35	8,058,376.21
1952	37	17,373,344.83	9,276,797.84
1953	37	16,404,875.09	8,822,596.50
1954	37	17,221,063.01	9,393,936.07
TOTALS TO DATE.....		\$291,114,800.79	\$146,322,145.61

APPENDIX No. 6

COUNTY ROAD MILEAGES AND EXPENDITURES

From Inception of County Road Systems to December 31st, 1954
Provincial Subsidies on 1954 Expenditures being paid in the 1954-55 Fiscal Year

COUNTY	Year of Estab- lish- ment of System	ROAD MILEAGES			Total Approved Expenditure to end of 1954	Total Government Grant
		County Roads	County Sub- urban Roads	Total		
Brant.....	1917	102.99	30.00	132.99	\$ 4,886,010.98	\$ 2,498,326.25
Bruce.....	1917	302.16	.....	302.16	7,336,826.03	3,767,274.89
Carleton.....	1910	144.05	94.30	238.35	12,369,161.13	6,146,678.23
Dufferin.....	1918	176.85	.....	176.85	3,078,561.25	1,518,526.53
Elgin.....	1917	272.59	19.80	292.39	6,716,189.09	3,375,844.80
Essex.....	1916	202.85	42.00	244.85	10,402,915.54	5,288,770.29
Frontenac.....	1907	124.60	40.90	165.50	3,436,444.27	1,690,297.98
Grey.....	1918	325.23	35.00	360.23	8,141,690.69	4,115,858.60
Haldimand.....	1912	157.76	.....	157.76	6,542,395.15	3,271,482.88
Halton.....	1907	145.46	.....	145.46	4,558,575.30	2,226,781.81
Hastings.....	1904	277.39	6.20	283.59	6,211,542.14	3,020,946.01
Huron.....	1917	388.80	.....	388.80	7,539,900.57	3,898,099.15
Kent.....	1917	337.46	12.58	350.04	12,683,276.58	6,666,605.57
Lambton.....	1918	216.44	17.71	234.15	6,187,800.61	3,097,375.05
Lanark.....	1903	222.10	6.00	228.10	5,231,011.29	2,620,271.90
Leeds & Grenville.....	1910	322.78	25.60	348.38	7,242,110.96	3,511,289.07
Lennox & Addington.....	1906	170.21	.....	170.21	4,857,404.79	2,477,925.99
Lincoln.....	1904	166.05	18.85	184.90	7,741,774.17	3,715,995.53
Middlesex.....	1906	448.35	64.25	512.60	11,829,636.75	5,955,322.05
Norfolk.....	1917	240.35	.....	240.35	7,814,986.22	3,897,211.10
Northumberland & Durham.....	1918	297.30	12.75	310.05	6,770,915.13	3,431,669.38
Ontario.....	1918	224.18	16.94	241.12	5,486,753.43	2,779,450.60
Oxford.....	1904	206.80	10.20	217.00	6,894,544.86	3,333,587.43
Peel.....	1907	148.66	.....	148.66	6,946,401.97	3,466,508.40
Perth.....	1907	206.75	23.90	230.65	4,921,925.14	2,475,256.60
Peterborough.....	1919	132.80	70.00	202.80	3,871,426.33	2,076,256.86
Prescott & Russell.....	1917	336.53	.....	336.53	8,843,542.29	4,308,817.32
Prince Edward.....	1907	189.63	.....	189.63	4,143,894.98	2,026,423.23
Renfrew.....	1918	253.03	.....	253.03	6,542,253.47	3,375,239.58
Simcoe.....	1903	262.00	.....	262.00	8,640,945.68	4,277,244.52
Stormont, Dundas & Glengarry.....	1917	433.00	28.50	461.50	11,087,562.15	5,556,558.08
Victoria.....	1917	227.20	.....	227.20	5,104,125.03	2,635,129.23
Waterloo.....	1908	135.39	71.51	206.90	8,655,867.91	4,398,134.75
Welland.....	1912	138.00	26.00	164.00	9,182,954.50	4,559,828.14
Wellington.....	1903	342.90	32.50	375.40	9,973,652.78	5,165,712.50
Wentworth.....	1903	79.28	111.65	190.93	9,039,011.99	4,413,702.77
York.....	1911	.....	173.26	173.26	30,200,809.64	15,281,742.54
TOTALS.....		8,357.92	990.40	9,348.32	\$291,114,800.79	\$146,322,145.61

APPENDIX

SUMMARY OF COUNTY

(Government Subsidies paid)

NAME OF COUNTY	ROADS		BRIDGES AND CULVERTS	
	Construction	Maintenance	Construction	Maintenance
Brant.....	\$ 155,893.12	\$ 88,891.65	\$ 31,522.94	\$ 3,326.32
Bruce.....	110,676.62	144,446.43	36,537.04	8,594.32
Carleton.....	189,935.87	191,297.47	122,731.00	13,538.46
Dufferin.....	60,509.99	90,844.77	6,108.69	3,899.39
Elgin.....	184,047.54	177,187.65	22,278.61	12,443.44
Essex.....	135,148.58	329,665.08	71,398.32	23,300.00
Frontenac.....	50,094.03	98,189.32	.....	14,497.16
Grey.....	102,065.59	243,029.26	5,669.61	11,250.28
Haldimand.....	252,784.80	55,187.73	36,147.41	8,617.23
Halton.....	34,342.25	169,406.62	22,220.31	11,590.26
Hastings.....	72,694.83	185,189.02	25,235.44	6,142.85
Huron.....	245,042.11	112,733.52	176,454.91	15,048.11
Kent.....	422,140.13	163,905.69	31,598.83	32,370.65
Lambton.....	360,933.91	86,094.25	11,132.08	6,169.52
Lanark.....	41,801.79	128,281.80	18,353.36	9,148.65
Lees and Grenville.....	60,957.83	224,391.64	530.01	6,925.05
Lennox and Addington.....	50,515.13	125,632.36	39,744.91	137.91
Lincoln.....	167,876.53	143,909.40	58,166.09	10,484.48
Middlesex.....	449,456.59	308,045.68	146,595.68	21,595.80
Norfolk.....	121,370.30	244,997.21	36,141.38	10,198.49
Northumberland and Durham.....	184,543.52	119,121.52	27,202.16	1,567.53
Ontario.....	158,538.61	195,867.65	18,574.40	31,506.18
Oxford.....	133,800.62	169,152.01	44,699.92	11,578.89
Peel.....	232,820.73	272,655.61	53,711.91	4,631.02
Perth.....	146,155.18	183,766.85	73,697.39	1,651.28
Peterborough.....	149,408.93	82,990.88	101,558.64	8,062.33
Prescott and Russell.....	59,720.16	273,779.39	19,798.62	14,251.65
Prince Edward.....	74,216.74	102,898.01	22,230.80	1,513.53
Renfrew.....	259,492.18	97,963.29	103,341.64	10,240.08
Simcoe.....	187,430.76	250,168.59	51,748.50	2,905.44
Stormont, Dundas and Glengarry.....	246,529.28	136,744.00	22,750.96	17,239.32
Victoria.....	80,250.08	130,515.74	24,795.34	15,156.20
Waterloo.....	327,554.57	102,568.10	51,405.15	16,483.13
Welland.....	429,399.72	197,260.89	329,651.66	17,722.45
Wellington.....	178,064.88	388,193.07	121,259.90	28,961.59
Wentworth.....	322,053.25	274,052.98	891.91	43,274.88
York.....	122,438.45	269,360.00	182,239.83	7,199.34
TOTALS.....	\$6,560,705.20	\$6,558,385.13	\$2,148,125.35	\$ 463,223.21

SUMMARY OF METROPOLITAN

Metropolitan Toronto.....	\$3,947,340.88	\$ 877,639.82	\$ 443,246.86	\$ 249,465.16
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No. 7

ROAD EXPENDITURES—1954

in the 1954-1955 Fiscal Year)

WINTER CONTROL (Maintenance)	APPROVED EXPENDITURE			GOVERNMENT SUBSIDY 50% and 80%
	Construction	Maintenance	Total	
\$ 16,149.64	\$ 187,416.06	\$ 108,367.61	\$ 295,783.67	\$ 158,346.61
53,564.09	147,213.66	206,604.84	353,818.50	190,448.66
58,438.34	312,666.87	263,274.27	575,941.14	328,851.41
22,871.25	66,618.68	117,615.41	184,234.09	95,119.47
12,896.59	206,326.15	202,527.68	408,853.83	214,843.53
13,024.89	206,546.90	365,989.97	572,536.87	314,677.93
18,672.93	50,094.03	131,359.41	181,453.44	95,075.87
114,462.21	107,735.20	368,741.75	476,476.95	243,314.45
3,987.14	288,932.21	67,792.10	356,724.31	191,791.55
21,300.48	56,562.56	202,297.36	258,859.92	139,573.13
33,285.28	97,930.27	224,617.15	322,547.42	170,687.20
46,249.84	421,497.02	174,031.47	595,528.49	355,215.14
14,547.44	453,738.96	210,823.78	664,562.74	351,472.21
12,626.23	372,065.99	104,890.00	476,955.99	243,668.48
29,832.26	60,155.15	167,262.71	227,417.86	121,959.53
26,886.65	61,487.84	258,203.34	319,691.18	162,082.11
16,704.00	90,260.04	142,474.27	232,734.31	128,332.01
35,227.31	226,042.62	189,621.19	415,663.81	228,427.07
54,764.86	596,052.27	384,406.34	980,458.61	540,686.75
31,501.72	157,511.68	286,697.42	444,209.10	236,006.51
52,355.32	211,745.68	173,044.37	384,790.05	201,025.94
32,221.12	177,113.01	259,594.95	436,707.96	233,378.15
39,723.23	178,500.54	220,454.13	398,954.67	216,360.98
52,138.28	286,532.64	329,424.91	615,957.55	325,481.66
29,875.25	219,852.57	215,293.38	435,145.95	240,177.57
19,037.45	250,967.57	110,090.66	361,058.23	213,415.41
61,462.22	79,518.78	349,493.26	429,012.04	224,721.10
12,170.32	96,447.54	116,581.86	213,029.40	113,638.00
27,724.19	362,833.82	135,927.56	498,761.38	283,455.20
72,320.59	239,179.26	325,394.62	564,573.88	298,683.12
72,446.14	269,280.24	226,429.46	495,709.70	259,851.93
28,842.29	105,045.42	174,514.23	279,559.65	151,765.29
58,567.35	378,959.72	177,618.58	556,578.30	298,655.63
24,589.65	759,051.38	298,572.99	998,624.37	603,524.41
112,491.08	299,324.78	529,645.74	828,970.52	459,551.71
62,383.63	322,945.16	379,711.49	702,656.65	364,578.36
95,282.86	304,678.28	371,842.20	676,520.48	395,091.99
\$1,490,624.12	\$8,708,830.55	\$8,512,232.46	\$17,221,063.01	\$9,393,936.07
Less 1954 Expenditure paid in 1953-54 Fiscal Year.....				26,780.56
Subsidy paid in 1954-55 Fiscal Year.....				\$9,367,155.51

ROAD EXPENDITURES—1954

\$ 617,267.76	\$4,390,587.74	\$1,744,372.74	\$ 6,134,960.48	\$3,067,480.24
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APPENDIX No. 8

ORGANIZED TOWNSHIPS

Chronological Summary of Road Expenditure and Provincial Subsidy
Including Improvement Districts, Indian Reserves and Provincial Parks

YEAR	NO. OF TOWNSHIPS	APPROVED EXPENDITURE	SUBSIDY
1920 to 1934	172-352	\$ 58,394,540.06	\$ 18,743,070.89
1935	353	2,945,424.37	1,233,806.48
1936	357	2,988,617.38	1,251,632.43
1937	358	3,857,518.61	1,943,344.98
1938	574	4,826,905.00	2,553,837.97
1939	583	5,392,981.59	2,865,752.12
1940	584	4,505,295.63	2,411,064.90
1941	584	5,452,286.74	2,917,816.44
1942	583	3,698,301.35	1,978,368.31
1943	584	5,512,990.52	2,929,508.15
1944	585	6,263,799.90	3,400,704.29
1945	596	7,696,533.87	4,177,608.83
1946	602	9,366,654.59	5,131,432.11
1947	604	12,562,798.76	7,064,222.50
1948	606	13,688,529.08	7,763,289.85
1949	609	15,262,451.16	8,658,125.77
1950	610	15,852,838.23	8,944,246.08
1951	610	18,774,705.27	10,544,324.37
1952	614	21,261,356.88	11,966,206.37
1953	615	20,448,782.51	11,477,684.36
1954	617	23,346,392.74	13,185,561.47
TOTAL.....		\$262,099,704.24	\$131,141,608.67

NOTE: 573 Townships, 14 Improvement Districts, 27 Indian Reserves and 2 Provincial Parks represented in the above expenditures for 1954.

APPENDIX No. 9**CITIES, TOWNS AND VILLAGES****Chronological Summary of Road Expenditure and Provincial Subsidy**

YEAR	NO. OF URBAN MUNICIPALITIES	APPROVED EXPENDITURE	SUBSIDY
1947	324	\$ 5,334,316.72	\$ 2,667,158.49
1948	327	5,614,300.68	2,807,150.46
1949	330	12,194,258.56	4,550,703.10
1950	331	12,834,506.55	4,823,922.36
1951	334	15,956,137.03	5,931,088.54
1952	333	15,898,102.64	5,946,052.04
1953	335	17,598,631.85	6,890,106.26
1954	336	18,223,848.41	7,021,797.64
TOTALS.....		\$103,654,102.44	\$ 40,637,978.89



Highway 69, T.C. Grading operations.

APPENDIX No. 10

MILEAGE OF URBAN ROAD SURFACES AT THE END OF 1954
ROADS UNDER LOCAL AUTHORITY

COUNTY	Earth	Gravel or Stone	Surface Treated Gravel or Stone	Low-cost Bitumi- nous Surfaces	Mix. Mac. or Asphaltic Concrete	Cement Concrete Brick, etc.	Total
Brant.....	1.00	21.00	35.40	6.25	17.00	13.25	93.90
Bruce.....	7.25	67.89	18.87	17.33	6.66	.....	118.00
Carleton.....	47.60	14.14	125.85	99.62	147.05	.....	434.26
Dufferin.....	2.65	14.80	2.09	.77	7.04	4.64	31.99
Elgin.....	7.77	15.85	15.02	27.58	23.19	3.28	92.69
Essex.....	105.13	91.96	41.89	20.48	102.13	185.84	547.43
Frontenac.....	0.82	19.37	1.91	15.43	43.16	0.30	80.99
Grey.....	12.81	37.87	28.59	29.32	11.77	7.84	128.20
Haldimand.....	4.49	14.41	3.03	12.23	19.13	0.34	53.63
Halton.....	4.61	42.52	12.42	2.61	19.45	7.84	89.45
Hastings.....	5.45	10.52	8.50	36.98	11.21	0.13	72.79
Huron.....	6.45	20.32	50.12	37.90	6.77	5.78	127.34
Kent.....	2.49	33.47	30.13	8.81	55.29	26.46	156.65
Lambton.....	1.72	117.08	31.45	17.90	57.84	11.93	237.92
Lanark.....	11.72	16.94	13.10	26.47	30.85	1.00	100.08
Leeds and Grenville.....	15.70	15.70	9.30	31.70	17.85	3.30	93.55
Lennox and Addington.....	1.00	9.39	2.60	6.50	2.60	3.40	25.49
Lincoln.....	14.70	22.33	5.37	25.89	44.44	37.46	150.19
Middlesex.....	11.00	55.44	83.47	65.30	.....	6.40	221.61
Norfolk.....	5.67	16.65	26.00	17.18	3.39	3.21	72.10
Northumberland and Durham.....	18.30	46.15	53.90	21.50	42.15	6.40	188.40
Ontario.....	25.92	42.64	71.80	38.59	4.18	45.23	228.36
Oxford.....	8.50	29.40	30.20	48.60	12.30	11.50	140.50
Peel.....	1.12	26.39	.....	14.50	12.09	0.83	54.93
Perth.....	35.16	23.00	21.60	23.71	27.51	8.78	139.76
Peterborough.....	5.90	20.90	49.20	11.30	19.40	3.10	109.80
Prescott and Russell.....	2.90	9.25	7.82	5.96	5.30	0.50	31.73
Prince Edward.....	0.60	5.25	8.00	1.30	5.45	.....	20.60
Renfrew.....	12.35	19.20	26.30	6.03	20.91	0.15	84.94
Simcoe.....	23.68	135.72	34.91	8.24	27.81	12.52	242.88
Stormont, Dundas and Glengarry.....	4.25	6.24	9.65	20.59	4.86	18.22	63.81
Victoria.....	3.00	16.00	24.80	3.40	28.75	.....	75.95
Waterloo.....	91.69	8.78	90.74	62.83	80.53	17.81	352.38
Welland.....	8.80	31.46	21.08	77.64	62.81	15.14	216.93
Wellington.....	12.17	44.52	64.14	15.22	12.88	32.78	181.71
Wentworth.....	3.40	54.10	45.22	118.53	192.14	1.33	414.72
York.....	0.69	33.65	11.93	0.77	9.44	0.07	56.55
TOTALS—Counties.....	528.46	1,210.30	1,116.40	984.96	1,195.33	496.76	5,532.21
Metro. Toronto Area.....	20.24	32.20	0.85	19.01	482.05	38.06	592.41
DISTRICTS.....							
Algoma.....	41.00	29.93	10.00	14.32	23.50	6.00	124.75
Cochrane.....	3.07	25.80	21.00	33.94	3.14	12.89	99.84
Haliburton.....	.....	.....	.....	.....	.....	.....	.....
Kenora.....	10.04	21.59	13.16	5.15	14.12	.....	64.06
Manitowlin.....	5.50	12.40	1.60	0.70	.....	.....	20.20
Muskoka.....	5.63	47.10	25.00	26.38	2.83	2.75	109.69
Nipissing.....	13.30	23.90	41.30	14.60	10.50	0.70	104.30
Parry Sound.....	.....	50.16	4.00	4.55	12.10	.....	70.81
Rainy River.....	5.56	28.41	9.93	2.62	1.60	1.67	49.79
Sudbury.....	4.85	40.90	78.00	15.30	19.30	1.00	159.35
Temiskaming.....	.....	35.25	9.50	11.25	8.35	.....	64.35
Thunder Bay.....	17.50	45.61	70.62	9.49	58.30	16.53	218.05
TOTALS—Districts.....	106.45	361.05	284.11	138.30	153.74	41.54	1,085.19
GRAND TOTALS.....	655.15	1,603.55	1,401.36	1,142.27	1,831.12	576.36	7,209.81



Highway 17, T.C. Huge rock cut east of the Little Pic River. Grading near completion.



Highway 17, T.C. Paving operations one mile west of Wendover, Ottawa Division.

APPENDIX

MILEAGE OF RURAL ROAD SURFACES

COUNTY	COUNTY ROADS				
	Earth	Gravel or Stone	Surface Treated Gravel or Stone	Low-cost Bitumi- nous Surfaces	Mix. Mac. or Asphaltic Concrete
Brant.....	27.50	14.75	88.54	2.00
Bruce.....	179.15	.....	121.16	.30
Carleton.....	90.00	40.40	43.40	64.55
Dufferin.....	168.85	.....	8.00	.....
Elgin.....	167.20	.....	125.19	.....
Essex.....	129.43	18.63	41.69	17.07
Frontenac.....	101.15	.....	64.35	.....
Grey.....	308.91	.....	43.50	2.00
Haldimand.....	0.67	76.01	65.68	11.63	.....
Halton.....	104.06	1.30	18.60	.....
Hastings.....	196.42	47.75	15.60	21.52
Huron.....	268.02	5.84	114.44	.....
Kent.....	123.62	.....	6.06	210.36
Lambton.....	141.83	0.22	59.73	24.57
Lanark.....	3.70	164.20	14.50	29.30	16.40
Leeds and Grenville.....	3.50	177.90	5.60	92.44	68.14
Lennox and Addington.....	58.08	54.00	19.92	38.21
Lincoln.....	11.70	102.85	58.00	5.35
Middlesex.....	299.92	.....	157.49	16.50
Norfolk.....	27.25	.....	211.50	.....
Northumberland and Durham.....	209.90	7.85	55.80	35.90
Ontario.....	165.85	.....	67.42	7.85
Oxford.....	122.00	.....	92.50	2.50
Peel.....	117.86	4.42	9.08	11.90
Perth.....	162.33	42.25	26.07	.....
Peterborough.....	156.40	0.50	41.10	4.80
Prescott and Russell.....	2.95	231.48	42.15	47.95	12.00
Prince Edward.....	91.49	47.50	26.44	15.60
Renfrew.....	123.50	52.35	55.85	20.33
Simcoe.....	237.75	5.85	10.40	8.00
Stormont, Dundas and Glengarry.....	204.35	99.50	156.35	.....
Victoria.....	160.75	.....	63.45	3.00
Waterloo.....	108.20	48.80	23.50	.....
Welland.....	18.80	85.95	14.75	34.80
Wellington.....	297.25	20.05	48.40	.....
Wentworth.....	51.14	100.22	38.07	1.50
York.....	1.50	63.59	8.41	85.12	14.00
TOTALS — Counties.....	12.32	5,343.84	937.32	2,192.79	659.15
METROPOLITAN ROADS					
Metropolitan Toronto Area.....	5.01	24.75	16.41	.....	214.08
DISTRICTS					
Algoma.....
Cochrane.....
Halliburton.....
Kenora.....
Manitoulin.....
Muskoka.....
Nipissing.....
Parry Sound.....
Rainy River.....
Sudbury.....
Temiskaming.....
Thunder Bay.....
TOTALS — Districts.....
Unorganized Townships.....
GRAND TOTALS.....	17.33	5,368.59	953.73	2,192.79	873.23

No. 11

AT THE END OF 1954

ORGANIZED TOWNSHIP ROADS

Cement Concrete	Total	Earth	Gravel or Stone	Surface Treated Gravel or Stone	Low-cost Bitumi- nous Surfaces	Mix. Mac. or Asphaltic Concrete	Cement Concrete	Total
0.20	132.99	50.09	456.11	3.05	.....	.....	.....	509.25
1.55	302.16	166.80	1,452.85	.....	1.15	.....	.....	1,620.80
.....	238.35	172.05	887.30	6.50	5.90	.....	.....	1,071.75
.....	176.85	62.80	691.80	.....	.....	.....	.....	754.60
.....	292.39	8.40	866.63	13.00	.....	.....	.....	888.03
38.03	244.85	34.55	919.82	25.86	0.10	.....	47.83	1,028.16
.....	165.50	350.60	597.50	1.20	3.70	2.30	.....	955.30
5.82	360.23	255.10	1,813.00	4.60	.....	.....	.....	2,072.70
3.77	157.76	85.14	479.80	9.00	15.50	5.00	.....	594.44
21.50	145.46	9.90	428.69	1.25	.....	0.81	2.25	442.90
2.30	283.59	365.00	1,129.50	5.50	.....	2.68	.....	1,502.68
.50	388.80	61.00	1,430.46	.....	4.14	.....	.....	1,495.60
10.00	350.04	66.78	1,224.66	.....	3.00	2.57	0.15	1,297.16
7.80	234.15	190.71	1,196.12	2.00	0.30	5.50	.....	1,394.63
.....	228.10	488.40	513.30	.....	3.50	.....	.....	1,005.20
0.80	348.38	521.30	762.34	.....	27.30	16.00	.....	1,326.94
.....	170.21	231.70	407.81	7.75	0.50	0.54	.....	648.30
7.00	184.90	102.44	459.32	22.55	2.35	.....	4.12	590.78
38.69	512.60	78.60	1,618.00	1.75	1.00	.....	.40	1,699.75
1.60	240.35	187.70	729.87	13.84	79.45	.....	.....	1,010.86
0.60	310.05	395.60	1,749.82	.....	31.93	.....	.....	2,177.35
.....	241.12	213.30	887.60	7.50	6.20	.....	.....	1,114.60
.....	217.00	.....	1,084.21	.....	7.04	.....	.....	1,091.25
5.40	148.66	74.77	548.83	53.90	.....	1.25	.....	678.75
.....	230.65	46.60	948.90	.....	.....	.....	.....	995.50
.....	202.80	196.00	733.90	.....	.....	0.60	.....	930.50
.....	336.53	558.65	471.60	0.10	.....	.....	.....	1,030.35
8.60	189.63	33.40	320.87	.....	1.00	.....	.....	355.27
1.00	253.03	1,015.50	674.10	.....	2.00	.....	.....	1,691.60
.....	262.00	267.03	1,878.72	3.30	.....	0.60	.....	2,149.65
1.30	461.50	494.80	869.30	.....	6.35	.....	4.75	1,375.20
.....	227.20	167.30	749.80	.....	.....	.....	.....	917.10
26.40	206.90	13.20	536.99	0.70	.....	.....	0.20	551.09
9.70	164.00	363.42	405.20	130.63	11.90	20.95	2.10	934.20
9.70	375.40	88.86	1,051.17	.....	.....	.....	.....	1,140.03
.....	190.93	44.24	481.95	6.50	0.50	.....	.....	533.19
0.64	173.26	78.90	775.55	11.60	16.60	.....	.....	882.65
202.90	9,348.32	7,540.63	32,233.39	332.08	231.41	58.80	61.80	40,458.11
16.84	277.09	213.38	618.89	123.22	11.41	189.77	11.03	1,167.70
.....	.....	179.85	515.20	.....	3.00	.....	.....	698.05
.....	.....	72.25	578.30	8.00	12.65	2.50	.....	673.70
.....	.....	192.35	290.70	.....	3.60	.....	.....	486.65
.....	.....	15.00	178.79	.....	.....	.....	.....	193.79
.....	.....	80.50	427.65	.....	0.50	.....	.....	508.65
.....	.....	337.35	525.95	.....	20.95	.....	.....	884.25
.....	.....	128.20	450.60	.....	4.00	.....	.....	582.80
.....	.....	78.00	922.00	.....	.....	.....	.....	1,000.00
.....	.....	89.65	484.85	0.90	.....	.....	.....	575.40
.....	.....	121.35	544.26	7.65	10.25	1.27	3.69	688.47
.....	.....	97.10	533.70	2.00	14.00	.....	.....	646.80
.....	.....	64.00	549.04	16.62	16.24	2.60	.....	648.50
.....	.....	1,455.60	6,001.04	35.17	85.19	6.37	3.69	7,587.06
.....	.....	1,227.38	3,594.15	.....	.....	.....	.....	4,821.53
219.74	9,625.41	10,436.99	42,447.47	490.47	328.01	254.94	76.52	54,034.40

APPENDIX No. 12 **SUMMARY OF EXPENDITURES ON URBAN STREETS—1954**

Approved 1954 Expenditures by Cities, Towns and Villages under Part VII of The Highway Improvement Act

Municipal Road District No.	Cities (29) Sep. Towns (8) and Beach Commissions (1)	APPROVED EXPENDITURES — 1954		Urban Total (336)	Government Subsidy 33⅓% and 50%
		Towns (144)	Villages (154)		
1	\$ 1,528,016.57	\$ 227,596.94	\$ 70,188.32	\$ 1,825,801.83	\$ 682,173.86
2	830,394.67	168,975.24	60,107.98	1,059,477.89	391,354.19
3	1,112,001.85	217,196.74	69,161.36	1,398,359.95	524,273.12
4	3,646,228.70	333,316.22	85,003.95	4,064,548.87	1,431,211.22
5	96,110.31	142,850.74	30,877.73	269,838.78	118,901.07
6	.....	630,070.44	207,776.11	837,846.55	418,899.71
6 M.T.A.	1,479,339.54	163,690.20	142,293.84	1,785,323.58	646,105.19
7	292,482.14	204,104.54	78,508.49	575,095.17	240,296.12
8	493,057.40	13,692.71	43,193.00	549,943.11	199,754.89
9	2,211,406.39	204,081.03	72,489.79	2,487,977.21	933,436.66
10	.....	214,634.69	29,983.72	244,618.41	122,309.16
11	504,462.35	181,997.95	58,338.44	744,798.74	319,061.89
12	.....	31,071.88	13,521.22	44,593.10	22,438.48
13	83,370.97	70,561.59	3,225.35	157,157.91	64,683.80
14	.....	191,410.65	1,200.00	192,610.65	96,305.34
16	.....	371,969.61	.....	371,969.61	185,984.82
17	483,283.62	139,124.41	.....	622,408.03	230,656.75
18	218,012.23	22,680.32	194.15	240,886.70	84,107.98
19	392,716.73	28,480.55	.....	421,197.28	145,145.85
20	.....	329,395.04	.....	329,395.04	164,697.54
TOTAL	\$13,370,883.47	\$3,886,901.49	\$ 966,063.45	\$18,223,848.41	\$7,021,797.64

NOTE: 1 Town and 2 Villages did not apply for subsidy in 1954.

APPENDIX No. 13

TYPES OF SURFACE ON KING'S HIGHWAYS

(By Counties and Districts as on December 31, 1954)

County or District	Concrete	Bituminous Pavement	Bituminous Surface	Gravel and Crushed Stone	Totals
Algoma.....	34.72	90.46	80.30	27.85	233.33
Brant.....	33.90	45.42	10.02	.....	89.34
Bruce.....	10.34	98.95	18.20	38.32	165.81
Carleton.....	0.32	106.32	8.23	3.58	118.45
Cochrane.....	9.68	42.78	114.39	226.18	393.03
Dufferin.....	25.88	57.16	.....	9.12	92.16
Dundas.....	.....	48.15	1.32	.....	49.47
Durham.....	3.66	48.78	10.02	35.41	97.87
Elgin.....	36.87	56.96	13.29	10.98	118.10
Essex.....	27.44	122.45	26.03	.....	175.92
Frontenac.....	0.31	90.60	27.29	35.01	153.21
Glengarry.....	4.74	53.18	0.48	0.62	59.02
Grenville.....	11.35	35.08	.....	.....	46.43
Grey.....	24.55	99.86	.....	14.44	138.85
Haldimand.....	0.27	75.25	2.21	.....	77.73
Haliburton.....	.....	.....	52.55	.....	52.55
Halton.....	4.20	67.18	7.24	2.30	80.92
Hastings.....	.....	80.88	122.83	5.14	208.85
Huron.....	26.28	144.55	15.67	61.99	218.49
Kenora.....	.....	109.11	64.11	275.34	448.56
Kent.....	35.67	139.20	.....	.....	174.87
Lambton.....	37.03	115.06	.....	1.35	153.44
Lanark.....	.....	94.97	.....	.....	94.97
Leeds.....	11.60	152.59	5.99	1.77	171.95
Lennox and Addington.....	.....	40.66	76.71	9.48	126.85
Lincoln.....	28.85	30.81	19.19	0.85	79.70
Manitoulin.....	.....	.....	10.58	6.52	17.10
Middlesex.....	19.42	150.02	5.65	24.47	199.56
Muskoka.....	.....	62.80	60.46	6.16	129.42
Nipissing.....	9.62	149.59	139.25	24.77	323.23
Norfolk.....	11.84	51.13	1.01	.....	63.98
Northumberland.....	3.51	81.01	12.19	9.33	106.04
Ontario.....	82.97	62.40	17.29	.....	162.66
Oxford.....	11.97	76.94	.....	21.17	110.08
Parry Sound.....	8.10	56.68	60.52	19.56	144.86
Peel.....	8.92	75.02	5.23	13.47	102.64
Perth.....	12.90	112.76	10.09	3.33	139.08
Peterborough.....	14.55	40.93	31.59	30.73	117.80
Prince Edward.....	4.31	38.47	5.14	10.62	58.54
Prescott.....	9.05	52.54	.....	.....	61.59
Rainy River.....	.....	19.33	53.38	48.92	121.63
Renfrew.....	13.68	106.35	125.56	.....	245.59
Russell.....	2.92	35.89	.....	1.10	39.91
Simcoe.....	37.96	207.82	.....	34.09	279.87
Stormont.....	.....	36.71	3.50	.....	40.21
Sudbury.....	14.46	81.27	7.97	122.00	225.70
Timiskaming.....	.....	74.25	46.45	81.96	202.66
Thunder Bay.....	.....	266.94	21.70	289.35	577.99
Victoria.....	1.46	55.27	47.51	22.44	126.68
Waterloo.....	18.52	42.92	1.00	19.53	81.97
Welland.....	35.69	55.46	19.63	0.30	111.08
Wellington.....	29.06	91.76	.....	7.06	127.88
Wentworth.....	11.22	113.24	13.23	27.02	164.71
York.....	2.23	143.75	5.22	22.31	173.51
TOTALS.....	732.02	4,357.66	1,380.22	1,605.94	8,075.84

APPENDIX No. 14

Following is the road mileage for the Province as at the end of December 1954:

King's Highways (Provincial System)

Concrete	732.02 miles	
Bituminous Pavement.....	4,357.66 miles	
Bituminous Surface.....	1,380.22 miles	
Gravel and Crushed Stone.....	1,605.94 miles	
TOTAL		8,075.84 miles

Secondary Roads

Bituminous Pavement.....	29.50 miles	
Bituminous Surface.....	489.20 miles	
Gravel and other types.....	2,163.80 miles	
TOTAL.....		2,682.50 miles

County Roads

Concrete	202.90 miles	
Bituminous Pavement.....	659.15 miles	
Bituminous Surface	2,192.79 miles	
Gravel and Crushed Stone.....	6,281.16 miles	
Earth	12.32 miles	
TOTAL		9,348.32 miles

Metropolitan Roads

Concrete	16.84 miles	
Bituminous Pavement.....	214.08 miles	
Gravel and Crushed Stone	41.16 miles	
Earth	5.01 miles	
TOTAL		277.09 miles

Organized Township Roads

Concrete	76.52 miles	
Bituminous Pavement	254.94 miles	
Bituminous Surface	328.01 miles	
Gravel and Crushed Stone	39,343.79 miles	
Earth	9,209.61 miles	
TOTAL		49,212.87 miles

Unorganized Township Roads

Gravel and Crushed Stone	3,594.15 miles	
Earth	1,227.38 miles	
TOTAL		4,821.53 miles

City, Town and Village Streets

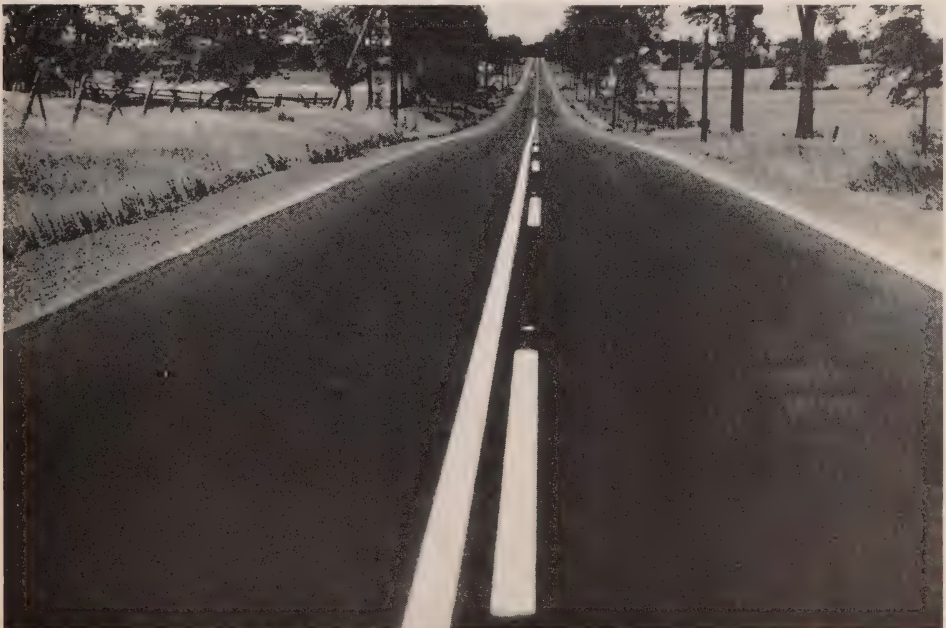
Concrete	576.36 miles	
Bituminous Pavement	1,831.12 miles	
Bituminous Surface	1,142.27 miles	
Gravel and Crushed Stone	3,004.91 miles	
Earth.....	655.15 miles	
TOTAL		7,209.81 miles

TOTAL ROAD MILEAGE

81,627.96 miles



Highway 11. Mountainous cliff beside highway, dwarfing traffic, frames vista of lake and forest at Orient Bay, 26 miles west of Beardmore. Note zone striping.



Highway 2. Zone striping six and a half miles west of Odessa.

REPORT OF THE MOTOR VEHICLES BRANCH, 1954

TO THE HONOURABLE JAMES N. ALLAN,
MINISTER OF HIGHWAYS

Sir:

I have the honour to submit herewith a report of the activities of the Motor Vehicles Branch for the year 1954.

This report includes:

- (1) Statistics relating to motor vehicle permits and drivers' licences issued during the 1954 licence year;
- (2) A statement showing the revenue from all sources during the fiscal year April 1, 1954, to March 31, 1955; and
- (3) Reports of the Accident Records and Statistics, Financial Responsibility, and Public Vehicle Divisions of the Branch for the year 1954.

The summarized information provided in the following preamble is dealt with in detail in the pages of this report.

Motor Vehicle Registrations

Motor vehicle registrations totalled 1,489,980 as compared with 1,406,119 for 1953. This represented an increase of 83,861 vehicles, or a percentage advance of 6.0. Passenger cars (1,187,725) which made up almost four-fifths (79.7%) of the total, increased by 6.3%.

There were 268,269 commercial vehicles (excluding buses) registered, representing 18.0% of the total vehicles and an increase of 3.9% from the corresponding total (258,075) for 1953.

As compared with the changes shown above, original passenger (new car) registrations totalled 142,294 or 16,285 (10.3%) less than the 1953 total (158,579); while original commercial vehicle registrations (20,502) were 37.6% below the total for the previous year (32,502).

During the ten years since 1945 total motor vehicle registrations showed an advance from 662,719 to 1,489,980 — an increase of 827,261 vehicles or 124.8%.

Drivers' Licences

There were 1,077,004 operators' (including 1,296 motorcycle operators') licences, and 670,563 chauffeurs' licences issued during 1954. The total 1,747,567 was 5.5% above the total (1,656,259) for 1953.

Revenue

The net revenue collected during the fiscal year ending March 31, 1955 amounted to \$28,712,333.62 as compared with \$26,182,979.83 collected in the previous fiscal year.

Accident Records and Statistics Division

During 1954 there were 62,509 motor vehicle traffic accidents reported. These accidents resulted in the death of 1,045 persons, non-fatal injury to 24,607 persons and a property damage loss of \$25,387,394.

The 897 fatal accidents (in which 1,045 persons were fatally injured) represented a decrease of 2.5% from the 1953 total (920). Personal injury

accidents increased by 1.0%, while those involving property damage (in excess of \$50) only, were 7.3% below the total for 1953.

These advances may be compared with a general decrease in all accidents reported amounting to 5.1%.

(NOTE. — The property damage requirement for the reporting of 'property damage only' accidents was raised from \$50.00 to \$100.00 as of April 6, 1954).

Financial Responsibility Division

For various causes and for various periods this Division applied a total of 21,056 suspensions of drivers' licences and motor vehicle permits in 1954. A total of 184,648 convictions for offences involving the use of a motor vehicle were reported. Of this, 9,523 were registered under the Criminal Code and 175,125 under the Highway Traffic Act.

Payments out of the Unsatisfied Judgment Fund from April 1st, 1954 to March 31st, 1955 amount to \$1,808,314.43. This amount was paid in settlement of 643 judgments. The total amount paid out of the Fund since inception on July 1st, 1947 was \$7,795,505.60.

Public Vehicle Division

In the licence year ending March 31, 1955, there were 6,771 public commercial vehicle operating licences issued, an increase of 13.2%; while the number of such vehicles licensed totalled 21,153 or 7.5% more than in the previous year.

There were 228 public vehicle operating licences issued (four less than in 1953) while the number of public vehicles (buses) increased from 2,558 in 1953 to 2,604 in 1954. There was a slight (5.7%) increase in the number of vehicles licensed for the transportation of school children.

Total revenue collected during the year amounted to \$1,836,624.69. The corresponding amount for 1953 was \$1,713,952.46.

General

The following report will show the increasing volume in all fields of activity of the Branch which has been observed in each successive year during the past decade.

I would like to express here my deep appreciation for the unfailing support I have received from you, Sir, in my efforts to direct the varied and complex and pressing operations of this Branch of the Department. At the same time, may I sincerely thank the head-office staff and also the representatives of the Branch throughout the Province for their unfaltering loyalty and co-operation.

Respectfully submitted,

J. P. BICKELL,
Registrar of Motor Vehicles

NUMBER OF PERMITS AND LICENCES ISSUED

The number of drivers' licences and motor vehicle owners' permits issued during each of the five years, 1950 to 1954, and the percentage changes between the 1954 and 1953 totals are shown in the following tables:

CLASS OF LICENCE OR PERMIT	1950	1951	1952	1953	1954	Inc.
Passenger Car.....	881,143	958,082	1,024,816	1,117,175	1,187,725	6.3
Commercial Vehicle.....	199,188	221,310	239,675	258,075	268,269	3.9
Bus.....	3,612	3,961	3,916	3,848	3,972	3.2
Dual-purpose Vehicle.....	6,428	8,275	9,939	13,707	17,560	28.1
Motorcycle.....	13,709	13,470	13,407	13,314	12,454	-6.5
TOTAL.....	1,104,080	1,205,098	1,291,753	1,406,119	1,489,980	6.0
Trailer.....	72,519	73,495	74,937	80,673	86,839	7.6
Operators.....	836,354	894,438	953,307	1,018,140	1,077,004	5.8
Chauffeurs.....	530,034	567,100	603,252	638,119	670,563	5.1
TOTAL.....	1,366,388	1,461,538	1,556,559	1,656,259	1,747,567	5.5
Instruction Permits.....	241,738	267,016	291,892	327,404	329,212	0.5
Transfers.....	316,013	344,028	384,887	421,422	419,284	-0.5
"In Transit" Permits.....	18,622	27,146	17,542	17,337	10,633	-38.7
"M" Dealers.....	2,060	2,245	2,300	2,526	2,496	-1.2
"MC" Dealers.....	20	18	15	18	18	.....

REVENUE FOR FISCAL YEAR 1954-1955

PERMITS AND LICENCES:

Passenger.....	\$11,240,596.75
Commercial.....	10,715,357.95
Dual-purpose.....	215,916.00
Trailer.....	1,723,241.48
Motorcycle.....	21,417.75
Dealers — Automobile.....	\$49,427.00
Motorcycle.....	48.00
Operators and Instruction.....	49,475.00
Chauffeurs.....	1,184,112.00
Public Vehicles.....	684,761.20
Public Commercial Vehicles.....	436,015.92
Garages.....	1,390,221.77
Miscellaneous.....	98,821.50
	969.78
	\$27,760,907.10

FEES:

In Transits.....	5,139.10
Duplicate Cards.....	30,505.00
Transfers.....	371,455.80
Searches and Certificates.....	13,008.68
Lists.....	15,134.37
Examinations.....	50,402.00
	485,644.95

FINES:

Breach of Highway Traffic Act.....	465,781.57
	\$28,712,333.62

NUMBER OF MOTOR VEHICLES REGISTERED IN ONTARIO†

YEAR	Passenger	Commercial	Dual-purpose	Motorcycle	TOTAL
1903	178	.....	.....	.....	178
1904	535	.....	.....	.....	535
1905	553	.....	.....	.....	553
1906	1,176	.....	.....	.....	1,176
1907	1,530	.....	.....	.....	1,530
1908	1,754	.....	.....	.....	1,754
1909	2,452	.....	.....	.....	2,452
1910	4,230	.....	.....	.....	4,230
1911	11,339	.....	.....	.....	11,339
1912	16,268	.....	.....	1,754	18,022
1913	23,700	.....	.....	2,900	26,600
1914	31,724	.....	.....	3,633	35,357
1915	42,346	.....	.....	4,174	46,520
1916	51,589	2,786	.....	4,287	58,662
1917	78,861	4,929	.....	5,180	88,970
1918	101,599	7,529	.....	5,002	114,130
1919	127,860	11,428	.....	5,516	144,804
1920	155,861	16,204	.....	5,496	177,561
1921	181,978	19,554	.....	4,989	206,521
1922	210,333	24,164	.....	4,799	239,296
1923	245,815	28,612	.....	4,325	278,752
1924	271,341	31,488	.....	3,941	306,770
1925	303,736	34,690	.....	3,748	342,174
1926	343,992	39,012	.....	3,345	386,349
1927	386,903	43,442	.....	3,159	433,504
1928	429,426	54,714	.....	3,197	487,337
1929	473,222	55,218	8,226	3,541	540,207
1930	490,906	61,690	5,986	3,924	562,506
1931	489,713	64,256	4,177	4,070	562,216
1932	462,923	61,347	3,239	4,088	531,597
1933	453,314	59,760	2,909	4,370	520,353
1934	470,617	64,436	2,724	4,468	542,245
1935	489,610	67,590	2,370	4,506	564,076
1936	514,211	70,693	*	4,553	589,457
1937	541,802	75,687	1,847	4,582	623,918
1938	580,364	81,642	1,876	5,206	669,088
1939	593,693	82,206	1,893	5,099	682,891
1940	610,576	86,038	1,855	5,403	703,872
1941	636,624	95,022	1,654	5,894	739,194
1942	611,897	95,836	1,543	6,104	715,380
1943	586,036	97,717	1,447	6,415	691,615
1944	568,223	99,612	1,321	5,901	675,057
1945	555,461	100,234	1,279	5,745	662,719
1946	585,604	117,217	1,303	6,982	711,106
1947	645,252	140,930	1,294	9,471	796,947
1948	698,384	162,589	1,199	11,086	873,258
1949	771,709	183,598	1,035	13,027	969,369
1950	881,143	202,800	6,428‡	13,709	1,104,080
1951	958,082	225,271	8,275	13,470	1,205,098
1952	1,024,816	243,591	9,939	13,407	1,291,753
1953	1,117,175	261,923	13,707	13,314	1,406,119
1954	1,187,725	272,241	17,560	12,454	1,489,980

†Totals do not include trailer permits. *Included with passenger vehicles.

‡In 1950 and subsequent years, station wagons and similar vehicles included in dual-purpose classification.

**NUMBER OF PASSENGER AND COMMERCIAL VEHICLES REGISTERED
BY COUNTIES AND DISTRICTS, 1953 AND 1954**

COUNTY OR DISTRICT	Passenger		Commercial		Total Vehicles (Pass. and Comm.)	
	1953	1954	1953	1954	1953	1954
Algoma*	12,588	12,952	5,018	5,254	17,606	18,206
Brant	18,039	19,080	3,554	3,673	21,593	22,753
Bruce	11,582	11,849	2,672	2,776	14,254	14,625
Carleton	54,122	58,348	9,097	9,462	63,219	67,810
Cochrane	10,030	11,495	3,656	3,829	13,686	15,324
Dufferin	4,068	4,200	1,053	1,094	5,121	5,294
Dundas	4,560	4,932	1,104	1,147	5,664	6,079
Durham	7,096	7,200	1,677	1,742	8,773	8,942
Elgin	15,164	16,127	3,701	3,875	18,865	20,002
Essex	50,959	54,709	11,340	11,792	62,299	66,501
Frontenac	14,735	15,614	3,332	3,392	18,067	19,006
Glengarry	4,595	5,253	867	881	5,462	6,134
Grenville	4,745	4,889	1,048	1,118	5,793	6,007
Grey	14,764	14,975	2,923	2,996	17,687	17,971
Haldimand	7,228	7,482	2,211	2,397	9,439	9,879
Haliburton	1,754	1,832	792	803	2,546	2,635
Halton	12,865	14,294	3,196	3,441	16,061	17,735
Hastings	19,247	19,922	4,580	4,809	23,827	24,731
Huron	13,188	13,558	3,301	3,430	16,489	16,988
Kenora	4,933	5,413	2,514	2,552	7,447	7,965
Kent	22,866	23,660	6,515	6,689	29,381	30,349
Lambton	20,555	21,815	4,300	4,498	24,855	26,313
Lanark	8,636	9,042	1,987	2,034	10,623	11,076
Leeds	9,116	9,675	2,241	2,268	11,357	11,943
Lennox and Addington	4,946	4,970	1,512	1,571	6,458	6,541
Lincoln	24,264	26,412	5,470	5,533	29,734	31,945
Middlesex	41,722	43,717	8,632	8,979	50,354	52,696
Muskoka	5,106	5,454	2,100	2,212	7,206	7,666
Nipissing	7,137	7,638	3,348	3,519	10,485	11,157
Norfolk	10,618	10,994	2,949	3,020	13,567	14,014
Northumberland	7,131	7,386	2,096	2,170	9,227	9,556
Ontario	21,859	22,504	4,358	4,501	26,217	27,005
Oxford	16,786	17,218	4,562	4,812	21,348	22,030
Parry Sound	4,531	4,709	2,137	2,300	6,668	7,009
Peel	15,312	16,329	3,789	3,850	19,101	20,179
Perth	14,839	14,879	3,151	3,224	17,990	18,103
Peterborough	14,989	15,867	2,948	3,117	17,937	18,984
Prescott	3,914	4,114	1,344	1,416	5,258	5,530
Prince Edward	4,603	4,824	1,355	1,388	5,958	6,212
Rainy River	3,270	3,595	1,493	1,541	4,763	5,136
Renfrew	14,481	15,662	3,613	3,707	18,094	19,369
Russell	2,958	3,065	958	998	3,916	4,063
Simcoe	25,379	26,998	6,317	6,593	31,696	33,591
Stormont	9,517	10,389	1,814	1,855	11,331	12,244
Sudbury	18,584	20,137	6,052	6,278	24,636	26,415
Thunder Bay	18,229	19,053	6,140	6,349	24,369	25,402
Timiskaming	10,091	10,578	4,063	4,091	14,154	14,669
Victoria	7,280	7,534	1,740	1,808	9,020	9,342
Waterloo	32,807	33,934	6,192	6,643	38,999	40,577
Welland	32,179	34,701	6,710	7,201	38,889	41,902
Wellington	22,452	24,991	3,700	3,794	26,152	28,785
Wentworth	67,233	73,391	12,242	12,700	79,475	86,091
York	306,174	327,009	67,526	70,150	373,700	397,159
Non-Residents	1,349	1,357	933	969	2,282	2,326

* Includes Manitoulin.

**NUMBER OF PASSENGER AND COMMERCIAL VEHICLE REGISTRATIONS
BY CITIES, 1953 AND 1954**

City	Passenger		Commercial		Total Vehicles (Pass. and Comm.)	
	1953	1954	1953	1954	1953	1954
Belleville.....	5,855	6,245	1,034	1,076	6,889	7,321
Brantford.....	11,516	12,003	2,006	2,093	13,522	14,097
Chatham.....	6,392	6,692	1,835	1,909	8,227	8,601
Cornwall.....	6,166	6,484	1,080	1,111	7,246	7,595
Fort William.....	7,015	7,371	1,620	1,678	8,635	9,049
Galt.....	5,123	5,497	801	886	5,924	6,383
Guelph.....	6,797	7,262	1,153	1,199	7,950	8,461
Hamilton.....	51,501	54,898	8,307	8,554	59,808	63,452
Kingston.....	9,592	10,094	1,519	1,579	11,111	11,673
Kitchener.....	12,261	13,081	2,294	2,398	14,555	15,479
London.....	27,937	29,776	4,854	5,082	32,791	34,858
Niagara Falls.....	11,132	11,442	1,918	2,039	13,050	13,481
North Bay.....	3,855	4,059	1,283	1,333	5,138	5,392
Oshawa.....	11,168	11,565	2,023	2,150	13,191	13,715
Ottawa.....	41,995	44,650	6,908	7,182	48,903	51,832
Owen Sound.....	4,391	4,597	907	947	5,298	5,544
Peterborough.....	9,409	9,902	1,420	1,469	10,829	11,371
Port Arthur.....	6,819	7,204	1,621	1,691	8,440	8,895
St. Catharines.....	12,263	13,207	2,200	2,286	14,463	15,493
St. Thomas.....	5,709	6,069	900	944	6,609	7,013
Sarnia.....	9,402	9,994	1,624	1,763	11,026	11,757
Sault Ste. Marie.....	7,110	7,288	2,016	2,133	9,126	9,421
Stratford.....	4,861	5,204	905	946	5,766	6,150
Sudbury.....	9,426	10,160	2,323	2,412	11,749	12,572
Toronto.....	272,560	289,814	58,788	61,090	331,348	350,904
Waterloo.....	3,157	3,342	991	1,068	4,148	4,410
Welland.....	6,271	6,600	1,118	1,209	7,389	7,809
Windsor.....	30,058	32,619	6,264	6,539	36,322	39,158
Woodstock.....	4,282	4,586	970	1,014	5,252	5,600



Grading on municipal road between Dacre and Shamrock in Renfrew County, Bancroft District.

Report of the Public Vehicles Division

It is the responsibility of the Public Vehicles Division to administer the provisions of the Public Vehicles Act and the Public Commercial Vehicles Act, which relate to the issuance of licences, collection of fees and maintenance of records of such vehicles and the general supervision of their operations on the streets and highways of this Province.

The greatly increased importance of the bus and truck industry in the economy of Ontario and the Nation which has been experienced over the past many years, but particularly since World War II, has added to the duties and activities of the Division to tremendous extent.

Increased competition in providing transport services has given emphasis to the need for efficient and safe public motor vehicle transport and to the value of good public relations to ensure the continued, stable growth and success of the industry.

The majority of operators have given growing attention over the years to the selection of drivers and their supervision and training. As a result of this, a desirable co-operation with the Motor Vehicles Branch has been noted — to the benefit of operators as well as the public.

A uniformed inspection staff of ten men operated for the Division during 1954 to carry out inspection and supervisory duties. A total of 543 convictions were registered for infractions of the Public Commercial Vehicles Act or Regulations.

During the five-year period, 1950 to 1954, an increase of 43.1% was recorded in the number of Public Commercial Vehicles.

The following statistics give some indication of the activities of the Division during the past five years:

April 1, 1954 to March 31, 1955

NUMBER OF PUBLIC COMMERCIAL VEHICLE OPERATING LICENCES ISSUED

CLASS OF LICENCE	1950	1951	1952	1953	1954	% CHANGE
A	246	223	229	229	217	5.2 Dec.
B	41	39	35	38	39	2.6 Inc.
C	647	596	608	598	565	5.5 Dec.
D	357	387	358	471	477	1.3 Inc.
E	722	758	719	724	737	1.8 Inc.
F	2,552	2,712	2,913	3,300	4,094	24.1 Inc.
FS	315	318	330	353	361	2.3 Inc.
H	153	152	158	150	150	.....
K	58	69	81	95	97	2.1 Inc.
L	.....	.....	21	25	34	36.0 Inc.
TOTAL.....	5,091	5,254	5,452	5,983	6,771	13.2 Inc.

NUMBER OF PUBLIC COMMERCIAL VEHICLES LICENSED

CLASS OF LICENCE	1950	1951	1952	1953	1954	% CHANGE
A	5,605	6,084	6,548	7,292	7,725	5.9 Inc.
B	69	71	70	73	76	4.1 Inc.
C	1,997	2,092	2,132	2,214	2,306	4.1 Inc.
D	1,515	1,765	2,172	2,563	2,510	2.1 Dec.
E	975	959	997	986	1,008	2.2 Inc.
F	3,489	3,504	4,242	5,032	5,929	17.8 Inc.
FS	451	494	515	569	605	6.3 Inc.
H	563	609	681	724	753	4.0 Inc.
K	118	134	176	220	241	9.5 Inc.
TOTAL.....	14,782	15,712	17,533	19,673	21,153	7.5 Inc.

NUMBER OF PUBLIC VEHICLE OPERATING LICENCES ISSUED

	1950	1951	1952	1953	1954	% CHANGE
Public Vehicle	227	233	234	232	228	1.7 Dec.
School Vehicle	1,177	1,345	1,345	1,504	1,648	9.6 Inc.
TOTAL.....	1,404	1,578	1,579	1,736	1,876	8.1 Inc.

PUBLIC VEHICLES LICENSED

	1950	1951	1952	1953	1954	% CHANGE
Public Vehicle Licences.....	2,754	2,832	2,738	2,558	2,604	1.8 Inc.
School Vehicle Licences.....	1,409	1,651	1,731	1,879	1,986	5.7 Inc.
TOTAL.....	4,163	4,483	4,469	4,437	4,590	3.4 Inc.

Report of the Accident Records and Statistics Division

In the belief that a proper approach to the traffic and accident problem is closely related to the availability of adequate statistics and records, there is presented in the following pages an analysis of the summarized data relating to motor vehicle traffic accidents on the streets and highways of Ontario during 1954:

Reported accidents (involving personal injury or property damage in excess of \$100.00) totalled 62,509 and resulted in 1,045 deaths, non-fatal injuries to 24,607 persons and a property damage loss to vehicles and other property of \$25,387,394.

Nature of Accidents:

The 62,509 accidents comprised 897 fatal accidents (in which one or more persons were fatally injured), 16,810 personal injury accidents (in which one or more persons were non-fatally injured), and 44,802 mishaps resulting in property damage (in excess of \$100.00) only.

Types of Accidents:

More than 94 percent of the accidents were of four types: Collision with other motor vehicles, 64.4%; non-collision accidents, 13.4%; collision with fixed object accidents, 8.8%; and collision with pedestrian accidents, 7.8%.

Types of Fatal Accidents:

More than 95 percent of the fatal accidents during 1954 were of five types: collision with pedestrian, 36.2%; collision with other motor vehicles, 28.1%; non-collision, 20.0%; collision with fixed object, 5.9%; and collision with railroad train, 5.2%.

Number of Persons Fatally Injured:

During 1954 there were 1,045 persons fatally injured in motor vehicle traffic accidents in Ontario. This represented a decrease of 3.4 percent from the total of 1,082 deaths for 1953.

For purposes of comparison, the death rates on the bases of mileage (as compiled from taxed gasoline consumption figures), motor vehicle registration, and (estimated) population for the years 1953 and 1954 are shown in the following table:

DEATH RATE	1953	1954
Per 100-million miles travelled.....	8.8	8.1
Per 10,000 motor vehicles registered.....	7.7	7.0
Per 100,000 population.....	22.1	20.7

The death rate per 100-million miles travelled (8.1) during 1954 was lower than for any previous year for which such rate has been available.

Number of Persons Fatally Injured, Detailed by Age and Sex Groups

The number and percentage distribution of persons fatally injured by age and sex class during 1953 and 1954, and the death rates in each corresponding population group, are shown below:

AGE GROUP	1953		1954		DEATH RATE PER 100,000 POPULATION (1954)
	No.	%	No.	%	
0-4.....	68	6.3	54	5.2	9.1
5-14.....	116	10.7	126	12.1	14.6
15-35.....	412	38.1	386	36.9	24.8
36-54.....	198	18.3	202	19.3	17.0
55-64.....	108	10.0	130	12.4	31.2
65 and over.....	180	16.6	147	14.1	34.1
TOTAL.....	1,082	100.0	1,045	100.0	20.7

The decrease in the death total during 1954 was confined to three groups: "0-4 years," "15-35 years," and the group "65 years and over". The 126 fatalities in age class "5 to 14 years" represented an increase of 10 (8.6%) from the total for the previous year. Of the 126 deaths in this school-age group, 83 or 65.9% were pedestrians as compared with 61.2% for 1953. In the "5-14" age group, 14 deaths resulted from collisions with bicycles, and 7 lost their lives in accidents involving railroad trains as compared with 13 and 2 deaths, respectively, from these types of accidents during the previous year.

The classification of persons killed according to sex showed 749 (71.7%) male and 296 female. On the basis of an estimated male population in Ontario during 1954 of 2,547,000 and a female population of 2,499,000, the death rate per 100,000 population was 29.4 for males and 11.8 for females.

The percentage distribution of the deaths during 1954, by various age groups and six types of accidents are shown in the following table:

TYPE OF ACCIDENT	0-4	5-14	15-35	36-54	55-64	65 AND OVER	TOTAL
Collision with Pedestrian....	68.5	65.9	7.8	20.8	37.7	61.9	31.8
Other motor vehicles.....	22.2	8.7	35.7	36.6	40.8	25.2	31.1
Non-collision.....	9.3	7.1	30.6	26.7	11.5	5.4	20.0
R.R. train.....		5.6	10.1	5.5	4.6	3.4	6.5
Fixed object.....		1.6	10.4	6.9	2.3	3.4	6.1
Bicycle.....		11.1	2.3	2.0	2.3		2.9
Other types.....			3.1	1.5	.8	.7	1.6
TOTAL.....	100.0	100.0	100.0	100.0	100.0	100.0	100.0

From the above table it will be seen that deaths from "collision with pedestrian" accidents were relatively much higher in age classes "0-4," "5-14" and "65 years and over." Persons in the age group "15-35" years accounted for 36.9 percent of the total (1,045) deaths reported during the year, whereas 62.5 percent of the deaths resulting from collisions with fixed objects; 56.4 percent of the deaths resulting from non-collision accidents and 57.3 percent of those resulting from the "collision with railroad train" type involved persons in this age group.

FATAL ACCIDENTS RESULTING IN "MULTIPLE" DEATHS

Of the 897 fatal accidents reported during 1954 —

783	resulted in 1 death	per accident
93	" " 2 deaths	" "
14	" " 3 " "	" "
5	" " 4 " "	" "
1	" " 6 " "	" "
1	" " 8 " "	" "

Total — 897 accidents resulting in 1,045 deaths.

Classification of Persons Fatally Injured (See Summary, Section 13):

The classification of persons killed in each of the four years 1951 to 1954 is shown in the following table:

CLASS	1951		1952		1953		1954	
	No.	%	No.	%	No.	%	No.	%
Drivers.....	249	26.3	286	28.2	307	28.4	331	31.7
Passengers.....	302	31.8	348	34.4	395	36.5	329	31.5
Pedestrians.....	339	35.7	316	31.3	320	29.6	339	32.4
Others*.....	4	.4	5	.5	7	.6	3	.3
Bicyclists.....	35	3.7	29	2.9	27	2.5	29	2.8
Motorcycle Drivers.....	17	1.8	22	2.2	18	1.7	10	.9
Motorcycle Passengers.....	3	.3	4	.4	8	.7	4	.4
TOTAL.....	949	100.0	1,010	100.0	1,082	100.0	1,045	100.0

* Persons in horse-drawn vehicles or in other vehicles not motor vehicles or bicycles.

As in previous years, the pedestrian deaths exceeded those of any other classification. In 1954, about one of every three persons fatally injured was a pedestrian.

Number of Persons Non-fatally Injured by Age Group and Sex (See Summary, Section 1):

The number and percentage distribution of injured persons by age group are shown in the following table:

AGE GROUP	1951		1952		1953		1954	
	No.	%	No.	%	No.	%	No.	%
0- 4 years.....	1,103	5.0	1,211	5.3	1,314	5.6	1,332	5.6
5-14 ".....	2,737	12.5	2,932	12.9	3,173	13.4	3,241	13.5
15-35 ".....	10,903	49.9	11,276	49.5	11,687	49.4	11,878	49.5
36-54 ".....	4,586	21.0	4,819	21.1	4,950	20.9	4,930	20.5
55-64 ".....	1,403	6.4	1,417	6.2	1,414	6.0	1,448	6.0
65 years and over.....	1,131	5.2	1,149	5.0	1,119	4.7	1,173	4.9
Not stated.....	694	.....	830	.....	696	.....	605	.....
TOTAL.....	22,557	100.0	23,634	100.0	24,353	100.0	24,607	100.0

As compared with the 1.0 percent increase in the number of persons non-fatally injured, injuries in age group "0-4 years" showed an increase of 1.4 percent; and the total injured in age group "5-14 years" (3,241) was 2.1 percent above the 1953 total.

Of the 24,607 persons non-fatally injured during the year, 16,060 (65.3%) were male. In 1953, male persons injured made up 64.7% of the total.

Classification of Persons Non-fatally Injured (See Summary, Section 13):

In the following table persons non-fatally injured during the years 1951 to 1954 have been detailed according to class of victim:

	1951		1952		1953		1954	
	No.	%	No.	%	No.	%	No.	%
Drivers.....	6,359	28.2	6,719	28.4	7,011	28.8	7,350	29.9
Passengers.....	9,988	44.3	10,486	44.4	10,551	43.3	10,647	43.3
Pedestrians.....	4,287	19.0	4,619	19.5	4,853	19.9	4,850	19.7
Others.....	114	.5	76	.3	117	.5	98	.4
Bicyclists.....	995	4.4	1,028	4.4	1,069	4.4	991	4.0
Motorcycle drivers.....	654	2.9	582	2.5	603	2.5	556	2.2
Motorcycle passengers.....	160	.7	124	.5	149	.6	115	.5
TOTAL.....	22,557	100.0	23,634	100.0	24,353	100.0	24,607	100.0

In 1954 more than 73 percent of the persons non-fatally injured were occupants of motor vehicles, about 20 (19.7) percent were pedestrians and 4 percent were bicyclists. It will be seen that there were only slight variations in these percentages from the year previous.

ALL ACCIDENTS AND FATAL ACCIDENTS, BY MONTH OF OCCURRENCE

MONTH	ALL ACCIDENTS				FATAL ACCIDENTS				Gasoline Consumption†
	1953		1954		1953		1954		
	No.	%	No.	%	No.	%	No.	%	
January	5,390	8.2	7,248	11.6	50	5.4	59	6.6*	6.1
February	4,814	7.3	5,151	8.2	52	5.7	56	6.2*	5.7
March	4,322	6.6	5,234	8.4	49	5.3	59	6.6*	5.7
April	4,357	6.6	3,699	5.9	52	5.7	44	4.9	8.7
May	5,281	8.0	4,458	7.1	75	8.2	57	6.4	9.6
June	5,103	7.7	4,604	7.4	74	8.0	84	9.4	9.6
July	5,566	8.5	4,823	7.7	83	9.0	92	10.3	10.9
August	5,822	8.8	4,826	7.7	93	10.1	74	8.2	10.5
September	5,981	9.1	4,918	7.9	95	10.3	90	10.0*	9.4
October	5,750	8.7	5,374	8.6	119	12.9	103	11.5*	8.3
November	6,063	9.2	5,330	8.5	87	9.5	91	10.1*	7.9
December	7,417	11.3	6,844	11.0	91	9.9	88	9.8*	7.6
TOTAL	65,866	100.0	62,509	100.0	920	100.0	897	100.0	100.0

† Percentage of total gasoline consumption by motor vehicles in each month of 1954.

* Indicates relatively high percentage of accidents in relation to monthly gasoline consumption.

**ALL ACCIDENTS AND FATAL ACCIDENTS
CLASSIFIED BY ROAD LOCATION**

	ALL ACCIDENTS				FATAL ACCIDENTS			
	1953		1954		1953		1954	
	No.	%	No.	%	No.	%	No.	%
Street intersection.....	18,072	27.44	16,583	26.53	106	11.5	87	9.7
Between street inter- section.....	13,529	20.54	11,967	19.14	120	13.0	120	13.4
Rural intersection.....	5,934	9.01	7,134	11.41	92	10.0	88	9.8
Straight road.....	18,294	27.77	15,618	24.99	351	38.2	324	36.1
Private driveway.....	1,176	1.79	1,641	2.63	10	1.1	24	2.7
Curve.....	5,339	8.11	5,541	8.86	115	12.5	121	13.5
Hill.....	2,133	3.24	2,541	4.07	54	5.9	62	6.9
R.R. crossing —								
Man on duty or								
gates.....	43	.06	27	.04	1	0.1	4	.4
Automatic signal....	86	.13	101	.16	12	1.3	11	1.2
Unguarded.....	302	.46	316	.51	37	4.0	32	3.6
Bridge.....	955	1.45	1,037	1.66	22	2.4	23	2.6
On ferry or dock.....	3	.....	3	.....	.....	.....	1	.1
TOTAL.....	65,866	100.00	62,509	100.00	920	100.0	897	100.0

More (26.5%) of the reported accidents occurred at urban street intersections than at any other single location. An additional 25 percent happened on "rural straight road."

More than one-quarter of the fatal accidents at railroad crossings occurred where the crossing was protected by a man on duty or gates or by an automatic signal.

Weather, Road, and Road Surface Conditions (See Summary, Sections 10 and 15):

Sixty-one percent of all accidents and 62.6 percent of the fatal accidents during 1954 occurred during "clear" weather. Eleven and six-tenths (11.6) percent of all accidents and 10.5 percent of the fatal accidents happened when it was raining.

More than half (53.8%) of all accidents and 66.5 percent of the fatal mishaps took place on a dry road surface; 21.3 percent of all accidents and 21.1 percent of the fatal cases occurred on "wet" road surface; and 15.0 percent and 6.9 percent of all accidents and fatal accidents, respectively, happened on icy road surface.

About ninety-eight (97.8) percent of all accidents and 97.2 percent of the fatal accidents occurred on roads classified as being in "good" condition.

Drivers in All Accidents and Fatal Accidents Detailed by Age Class (See Summary, Section 4):

AGE GROUP OF DRIVERS	ALL ACCIDENTS				FATAL ACCIDENTS				RATE PER 1000 REGIS- TERED*
	1953		1954		1953		1954		
	No.	%	No.	%	No.	%	No.	%	
Under 18 years	4,119	3.8	3,386	3.3	46	3.7	34	2.9	114
18-24 "	28,300	26.0	26,548	25.7	312	25.1	290	24.3	105
25-40 "	47,158	43.2	45,558	44.2	535	43.1	532	44.5	60
41-54 "	19,875	18.2	18,984	18.4	223	18.0	201	16.8	42
55-64 "	6,800	6.2	5,955	5.8	76	6.1	89	7.4	35
65 years and over.	2,863	2.6	2,646	2.6	50	4.0	49	4.1	31
Not stated	1,242	.....	1,210	.....	10	.....	6	.....	.....
TOTAL	110,357	100.0	104,287	100.0	1,252	100.0	1,201	100.0	64 (Average)

* Number of drivers in all reported accidents per 1000 licensed in each age group.

From the above table it will be seen that accident rates for drivers under 18 years of age and those between 18 and 24 years are considerably above the corresponding rates for other age classes.

These rates while based on the estimated number of drivers registered in each age group, cannot, in the absence of causation data and information relating to driving exposure, completely establish the relative driving ability of the various age classes.

Length of Experience of Drivers Involved in Accidents (See Summary, Section 4):

EXPERIENCE OF DRIVERS	ALL ACCIDENTS				FATAL ACCIDENTS			
	1953		1954		1953		1954	
	No.	%	No.	%	No.	%	No.	%
Less than 3 months.....	1,486	1.4	1,262	1.3	18	1.7	16	1.6
3-6 months.....	1,134	1.1	956	.9	9	.9	2	.2
6-12 months.....	1,654	1.5	1,423	1.4	13	1.3	13	1.3
1-4 years.....	23,019	21.8	21,956	22.0	186	18.1	170	17.3
5 years and over.....	78,405	74.2	74,306	74.4	801	78.0	785	79.6
Not stated.....	4,659	.....	4,384	.....	225	.....	215	.....
TOTAL.....	110,357	100.0	104,287	100.0	1,252	100.0	1,201	100.0

More than 96 percent of the drivers in all accidents and 96.6 percent of the drivers in fatal accidents were found to have had a driving experience of more than one year.

ACCIDENTS, DEATHS AND INJURIES DETAILED BY LOCATION

LOCATION	ACCIDENTS				NO. OF PERSONS FATALLY INJURED				NO. OF PERSONS NON-FATALLY INJURED			
	1953		1954		1953		1954		1953		1954	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Cities.....	26,886	40.8	24,464	39.1	202	18.7	176	16.9	10,047	41.2	9,940	40.4
Towns.....	5,193	7.9	5,000	8.0	51	4.7	64	6.1	1,335	5.5	1,537	6.2
Villages.....	1,258	1.9	1,060	1.7	16	1.5	22	2.1	415	1.7	335	1.4
(Urban Streets)	(33,337)	(50.6)	(30,524)	(48.8)	(269)	(24.9)	(262)	(25.1)	(11,797)	(48.4)	(11,812)	(48.0)
King's Highways.....	18,254	27.7	17,521	28.0	556	51.4	526	50.3	7,496	30.8	7,437	30.2
County Roads.....	7,405	11.2	7,909	12.7	152	14.0	165	15.8	2,826	11.6	3,019	12.3
Township Roads.....	6,870	10.5	6,555	10.5	105	9.7	92	8.8	2,234	9.2	2,339	9.5
(Rural Roads)	(32,529)	(49.4)	(31,985)	(51.2)	(813)	(75.1)	(783)	(74.9)	(12,556)	(51.6)	(12,795)	(52.0)
TOTAL.....	65,866	100.0	62,509	100.0	1,082	100.0	1,045	100.0	24,353	100.0	24,607	100.0

In 1954, about two of every five (39.1%) of the accidents reported occurred in the cities of the Province. These accidents were responsible for 16.9 percent of the total deaths and 40.4 percent of the injuries.

Accidents on the King's Highways (main provincial roads) made up 28 percent of the reported accidents and accounted for more than half (50.3%) of the fatalities and 30.2 percent of the total injured.

Expressed in other terms: for every person fatally injured in a "city" accident there were 56 persons non-fatally injured; while in King's Highway accidents the rate was 14 injuries for every fatality reported.

**STATISTICS RELATING TO MOTOR VEHICLE ACCIDENTS
IN ONTARIO CITIES, 1953 AND 1954**

CITY	ACCIDENTS		NUMBER OF PERSONS FATALLY INJURED		NUMBER OF PERSONS NON-FATALLY INJURED	
	1953	1954	1953	1954	1953	1954
Belleville.....	162	137	1	1	54	44
Brantford.....	124	364	5	5	73	127
Chatham.....	354	252	1	1	91	58
Cornwall.....	320	277	3	2	108	94
Fort William.....	533	414	6	1	172	144
Galt.....	121	79	.....	1	71	62
Guelph.....	346	328	4	3	91	81
Hamilton.....	4,079	3,352	18	15	1,303	1,285
Kingston.....	715	689	2	8	199	195
Kitchener.....	687	573	10	2	357	243
London.....	2,264	1,842	12	6	457	458
Niagara Falls.....	241	120	2	.....	84	48
North Bay.....	289	222	1	.....	78	84
Oshawa.....	115	82	6	3	97	85
Ottawa.....	1,826	1,950	18	17	666	562
Owen Sound.....	157	152	2	2	48	33
Peterborough.....	455	342	3	3	102	90
Port Arthur.....	293	289	5	4	116	115
St. Catharines.....	535	449	2	7	163	153
St. Thomas.....	53	99	.....	1	35	48
Sarnia.....	769	563	6	6	202	144
Sault Ste. Marie.....	779	556	6	5	196	145
Stratford.....	199	150	1	1	51	46
Sudbury.....	129	330	3	.....	54	103
Toronto.....	8,341	8,477	67	67	4,092	4,504
Waterloo.....	151	117	.....	3	49	47
Welland.....	169	128	1	1	67	60
Windsor.....	2,355	1,852	14	11	864	790
Woodstock.....	325	279	3	.....	107	92
TOTAL.....	26,886	24,464	202	176	10,047	9,940

STATISTICS RELATING TO MOTOR VEHICLE ACCIDENTS, BY COUNTIES AND DISTRICTS ONTARIO—CALENDAR YEARS 1953 AND 1954

COUNTY	ACCIDENTS		FATAL		PERSONAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	1953	1954	1953	1954	1953	1954	1953	1954	1953	1954	1953	1954
01 Patricia.....												
02 Algoma.....	1,260	962	12	12	240	212	1,008	738	13	12	338	293
03 Brant.....	621	856	18	17	174	212	429	627	20	28	271	334
04 Bruce.....	270	275	10	8	74	65	186	202	17	9	139	115
05 Carleton.....	2,253	2,396	25	30	620	541	1,608	1,825	23	31	829	748
06 Cochrane.....	1,077	919	14	13	196	189	867	717	15	13	279	263
07 Dundas.....	231	221	6	5	58	43	167	173	26	6	107	70
08 Dufferin.....	167	200	7	7	38	41	122	152	7	8	69	79
09 Durham.....	512	467	20	6	146	115	346	346	24	7	251	182
10 Elgin.....	550	632	14	14	139	198	397	420	15	15	212	308
11 Essex.....	3,816	3,158	45	40	1,042	922	2,729	2,196	54	41	1,491	1,323
12 Frontenac.....	1,167	1,116	16	15	228	220	923	881	24	20	342	329
13 Glengarry.....	264	240	7	12	66	60	191	168	9	13	120	109
14 Grenville.....	295	235	7	9	51	36	237	190	9	11	88	61
15 Grey.....	501	493	11	10	115	108	375	375	14	12	185	190
16 Haldimand.....	312	280	6	4	70	66	236	210	8	4	114	103
17 Haliburton.....	116	91	2	2	37	27	77	62	2	4	58	43
18 Halton.....	1,044	1,073	17	17	183	166	844	890	19	20	314	255
19 Hastings.....	876	841	13	18	181	220	682	603	14	21	289	349
20 Huron.....	513	446	7	9	127	97	379	340	8	13	207	173
21 Kenora.....	560	588	7	11	85	88	468	489	8	19	159	161
22 Kent.....	1,255	1,072	29	24	313	256	913	792	36	30	547	423
23 Lambton.....	1,332	1,113	17	20	276	237	1,039	856	21	25	429	351
24 Lanark.....	442	371	8	6	82	70	352	295	8	8	137	135
25 Leeds.....	511	537	11	9	119	122	381	406	11	11	194	215
26 Lennox and Addington.....	342	274	12	5	76	62	254	207	16	12	157	99
27 Lincoln.....	1,492	1,365	15	29	328	329	1,149	1,007	17	31	491	489
28 Manitoulin.....	63	86	1		12	22	50	64	1		17	46
29 Middlesex.....	3,251	2,868	36	33	649	648	2,566	2,187	40	38	897	929
30 Muskoka.....	510	416	9	15	101	99	400	302	11	18	184	198
31 Nipissing.....	762	701	17	10	157	159	588	532	18	12	258	267
32 Norfolk.....	784	733	11	16	200	174	573	543	15	16	301	264
33 Northumberland.....	473	468	14	12	106	127	353	329	16	12	194	213
34 Ontario.....	945	913	27	24	249	268	669	621	35	31	404	433
35 Oxford.....	933	846	9	12	195	211	729	623	11	13	287	339
36 Parry Sound.....	465	457	8	5	93	90	364	362	8	7	171	140
37 Peel.....	1,194	1,173	30	29	254	287	910	857	35	32	463	474
38 Perth.....	587	527	8	12	137	119	442	396	10	14	226	196
39 Peterborough.....	853	721	9	10	172	146	672	565	10	11	282	246
40 Prescott.....	223	205	1	6	44	44	178	155	1	6	63	67
41 Prince Edward.....	192	190	3	2	34	43	155	145	3	2	52	67
42 Rainy River.....	181	223	1	7	39	35	141	181	1	7	63	65
43 Renfrew.....	1,056	994	19	25	197	203	840	766	24	30	333	333
44 Russell.....	123	96	5	3	44	33	74	60	7	5	72	79
45 Simcoe.....	1,742	1,763	32	23	405	418	1,305	1,322	37	26	670	679
46 Sotrmont.....	632	667	8	14	165	176	459	477	8	20	243	259
47 Sudbury.....	1,317	1,471	29	20	279	329	1,009	1,122	31	24	432	546
48 Thunder Bay.....	1,536	1,421	21	20	356	356	1,159	1,045	28	25	518	521
49 Timiskaming.....	680	595	8	6	127	112	545	477	13	6	211	185
50 Victoria.....	310	280	10	6	67	72	233	202	13	7	126	123
51 Waterloo.....	1,563	1,533	19	10	499	454	1,045	1,069	20	11	680	621
52 Welland.....	2,231	1,839	18	19	561	507	1,652	1,313	22	23	886	775
53 Wellington.....	949	861	17	13	199	175	733	673	18	17	326	295
54 Wentworth.....	5,212	4,550	44	41	1,292	1,368	3,876	3,141	49	44	1,734	1,818
55 York.....	15,320	15,691	150	152	4,942	5,433	10,228	10,106	159	164	6,443	7,229
TOTAL.....	65,866	62,509	920	897	16,639	16,810	48,307	44,802	1,082	1,045	24,353	24,607

REPORT OF FINANCIAL RESPONSIBILITY DIVISION 1954**The Compiling of Operating Records and the Suspension of Drivers' Licences and Motor Vehicle Permits**

It has been said that a good driver's licence law well administered is an effective means of reducing traffic accidents. Good driver licence administration embraces three main heads:

1. Driver control
2. Driver improvement
3. Driver education

The subjects of driver improvement and driver education are dealt with elsewhere in this report and no further comment is necessary here.

The subject of driver control covers such matters as:

- (a) The issuance of new drivers' licences.
- (b) Maintaining a driving record of accidents and convictions under each driver's name and address.
- (c) The suspension of drivers' licences by the courts.
- (d) The suspension of drivers' licences and motor vehicle permits pursuant to the Highway Traffic Act because of bad operating records, physical or mental disability, failure to pay judgments for damages arising out of motor vehicle accidents or failure to file proof of financial responsibility.
- (e) The enforcement of suspensions.

New Drivers

Before any person may secure an original operator's or chauffeur's licence in this province he must demonstrate by means of an oral or written examination that he understands the rules of the road and traffic signs and symbols. He must, by means of a road test satisfy an examiner, appointed for the purpose, of his ability to operate a motor vehicle in safety. These rules apply even though a person may have held a driver's licence in another province or country.

Driving Records

The Highway Traffic Act requires that every conviction registered in any court in the province for any offence involving the use of a motor vehicle be reported to the Registrar as well as every accident resulting in personal injury or damage to property exceeding \$100. As indicated in the report of the Accident Records Division a total of 62,509 accidents were reported in 1954. The number of convictions reported was 184,648. This compares with 163,867 in 1953. All of these accidents and convictions were recorded under the driving records of the persons involved in such accidents and against whom such convictions were registered. These driving records accumulate from year to year and if any of these persons had previously been convicted of a traffic violation or involved in an accident, the new conviction or accident would be added to the existing record.

It is estimated that the Departmental records contain driving records for some 900,000 persons at the present time. For internal use in compiling and reviewing operating records we have devised what is commonly referred to as a "Point System," i.e. each conviction and accident is given a certain number of points depending on the seriousness of the offence. When the record of a driver reaches a certain number of points it is brought forward for review. The driver may be asked to come in for a consultation or may receive a letter warning

him that any addition to his operating record may mean suspension of his driving privileges. As many factors must be considered when dealing with these records, i.e. occupation, age, miles driven, need for licence, etc., no hard and fast rules are laid down and each case is carefully considered on its merits. Where a record indicates reckless tendencies on behalf of a driver or utter disregard for other users of the highway, an order is made pursuant to the authority vested in the Minister under the Highway Traffic Act, prohibiting such driver from using the highway for such period as the seriousness of his case would seem to warrant.

Suspensions of Drivers' Licences and Motor Vehicle Permits

Both the Highway Traffic Act and the Criminal Code (Canada) provide that upon conviction for most offences involving the use of a motor vehicle, the court may, in addition to a fine or imprisonment, suspend the driving privileges of the convicted person for periods of from one month to three years or in the case of criminal negligence, for any length of time the court deems warranted. In 1954 the courts made orders suspending the drivers' licences of 2,168 persons. These suspensions were applied following convictions for such offences as careless driving, failing to remain at the scene of an accident, driving while ability impaired, drunk driving, etc.

For some time it has been a mandatory provision of the Highway Traffic Act that the driver's licence and motor vehicle permit of every person convicted of an offence of drunk driving be suspended for the following periods:

- (a) for a first offence, three months, but where any personal injury or damage to property occurred in connection with the offence, six months.
- (b) for a second offence, six months, but where any personal injury or damage to property occurred in connection with the offence, one year.
- (c) for any subsequent offence, one year, but where any personal injury or damage to property occurred in connection with the offence, two years.

During the year a total of 1,063 persons were affected by this legislation.

Under a 1955 amendment to the Act the mandatory periods of suspension upon conviction for drunk driving were increased to six months and one year respectively for a first offence and one year and two years respectively for a second or subsequent offence. A further 1955 amendment provides for the mandatory suspension of the driver's licence and motor vehicle permit of a person convicted of an offence of driving while his ability is impaired for a period of three months and where the offence results in any injury or damage, six months. The affect of these amendments will be shown in the next Annual Report.

A total of 20,231 suspensions were applied requiring the filing of proof of financial responsibility i.e. proof of ability to pay judgments for damages arising out of motor vehicle accidents. These suspensions affected persons convicted of criminal offences involving the use of a motor vehicle or offences under the Highway Traffic Act where the penalty imposed by the court included the suspension of a licence or permit or offences under the Highway Traffic Act arising out of motor vehicle accidents where the offender did not carry liability insurance coverage.

The legislation to relieve persons convicted of certain minor offences, who were insured for public liability and property damage, of the requirement of filing proof of financial responsibility was enacted in 1953 as an incentive to

induce motorists to voluntarily become financially responsible. That the legislation may be bringing forth good results is evident by the fact that although the number of convictions reported increased by over 20,000 from the previous year, the increase in the number of F.R. suspensions was only about 300. Almost 5,500 persons who would have had their driving privileges suspended until they filed proof of financial responsibility were able to avoid having this action taken by filing evidence of proper insurance coverage at the time of the offence.

Enforcement of Suspensions

In every case where a licence or permit is suspended a notice of such suspension is forwarded the licensee by registered mail. Such notice gives the authority for suspension, the period of suspension, and the reason for suspension. A copy of this notice is forwarded the police of the municipality in which the licensee resides or if there is no municipal police then to the provincial police. If in due course the records do not indicate that the driver's licence and/or motor vehicle permit and plates have been surrendered or that the terms of the suspension have been met, the police are requested to confiscate. In this connection we receive the wholehearted co-operation of all police departments and we wish to take this opportunity of expressing our appreciation for their kind assistance.

When a suspension is rescinded the police are notified accordingly. The Police Department in any municipality therefore should have on file an up to date record of every person in the municipality whose driving privileges are under suspension. By this means it is possible for them to keep a close check on suspended drivers and to lay charges where suspensions are being ignored. That the police have such drivers under observation is indicated by the fact that some 1,000 drivers were convicted during the year, either under the Highway Traffic Act or the Criminal Code, of offences of driving while under suspension. That at least some Magistrates consider this a most serious offence is indicated by the fact that in a number of instances gaol sentences were imposed without the option of a fine. Where any of these persons were operating their own motor vehicle or that of a member of their immediate family the vehicle was immobilized and taken into the custody of the law for a period of three months.

The person who registers a motor vehicle in his name while his driving privileges are under suspension is liable to an additional penalty i.e., the forfeiture of the motor vehicle in question to the Crown. From January 1st to December 30th, 1954 a total of 98 automobiles, 12 trucks and 1 motorcycle were seized pursuant to this provision in the right of the province of Ontario. These vehicles were sold to the public by tender and the owners lost any equity that they had in them. Out of this total 43 were found to be unroadworthy and were sold with the proviso that they be scrapped. This legislation has therefore served two purposes. In addition to penalizing the offender it has resulted in a number of unroadworthy vehicles being withdrawn from the highway.

We suspend drivers' licences and motor vehicle permits for many reasons and have varying degrees of success in compelling compliance with our suspension orders. Where an individual is illegally operating a motor vehicle, generally speaking, we have no way of knowing that such is the case until the violator is apprehended and brought to justice. We believe that it is these irresponsible individuals who cause a great deal of the misery that results from the misuse of motor vehicles. This is one of the problems with which we are faced today and one for which we are trying to find a solution. We rely on the police authorities for enforcement and we commend them for the magnificent job they are

doing in this regard, and earnestly solicit the continued co-operation and support of all enforcement agencies in this problem.

The Unsatisfied Judgment Fund

The eighth year of operation of the Unsatisfied Judgment Fund stresses the beneficent effect of this important piece of legislation. Few people are aware of the far-reaching benefits attained by the extra dollar included in the price of the driver's licence. An act which provides annually almost two million dollars of at least partial easing of the financial strain for victims of automobile accidents cannot be regarded as anything but good legislation.

From April 1st, 1954 to March 31st, 1955 payments out of the Fund totalled \$1,808,314.43. Of this amount \$156,520.94 was paid in settlement of 44 judgments secured against the Registrar of Motor Vehicles for damages arising out of, "hit and run," accidents. The balance, \$1,651,793.49 was paid out in settlement of 599 judgments recovered against drivers and owners of motor vehicles who were unable to meet their obligations and pay the judgments which had been recovered against them. It is doubtful if any of the victims of these accidents would have received any compensation for the injuries and damages sustained had not the Fund been in existence.

A review of the 1954-1955 operation of the Unsatisfied Judgment Fund discloses many interesting cases which illustrate the need for the existence and continuance of this worthwhile measure. Typical, but not necessarily outstanding instances, are exemplified by the following:—

On the eve of Christmas a few years ago the young father of three small children was walking along a highway when he was struck by an unidentified motor vehicle. He suffered such extensive injuries that he died a few days later leaving his young widow and children destitute. Judgment was recovered against the Registrar of Motor Vehicles and the sum of \$3,250 was paid to the widow and a further sum of \$2,000 was paid into court for the benefit of the three small children. While this, of course, did not compensate for the loss of a husband and father, it at least, to some extent, relieved the worried mother of immediate financial anxiety.

Another victim of that scourge of the highway — the "hit and run" driver — was struck down when walking towards his farm home on a winter's evening, his mangled body being discovered later together with the tell-tale road-marks left by some unknown motor vehicle. This man had operated his widowed mother's farm and was her sole support. Judgment was awarded on the basis of the life expectancy of the plaintiff and she received about \$1,500 plus the cost of the action.

Perhaps one of the saddest and most tragic aftermaths of a "hit and run" incident is illustrated by the fate of a would-be good samaritan, who, in the act of rendering assistance to a motorist who was experiencing tire trouble, was struck by an unidentified car and sustained serious multiple injuries and shock. His condition deteriorated to such an extent that he was subsequently admitted to a mental institution where fits of depression ultimately caused him to take his own life. The Unsatisfied Judgment Fund paid the sum of \$5,000 to the estate of this unfortunate person.

The following case demonstrates the benefit to be derived from the Fund where the judgment debtor disappears. A man driving his own car at nine o'clock in the morning was suddenly struck by another car which swerved, apparently out of control, across the highway. The driver of this car was financially irresponsible and has since disappeared. It is thought that he may have joined the United States armed forces. The unfortunate victim in addition to property damage, suffered serious chest injuries which later caused him

to develop tuberculosis. He had had several operations for the removal of bone fragments, is still confined to a sanitarium and will be permanently disabled. Judgment was given in the sum of \$12,000 and he was paid the limit of \$5,000 from the Fund.

In the case of damages arising out of accidents where the vehicle responsible is not identified, action may be commenced for the recovery of damages for death or personal injury only where the vehicle is identified. The maximum amount payable for damage to property is \$1,000 plus the taxed court costs. An example is the case of a truck owner whose vehicle was damaged to the extent of some \$2,400. A careless and irresponsible car operator made a left turn on a highway without any regard for the existing traffic, into the path of the plaintiff's truck, thereby causing the damage as stated. A judgment was awarded in favour of the truck owner and the Fund was ordered to pay him the limit of \$1,000.

Occasionally complaints are voiced to the effect that the Fund is of little value to the small judgment creditor. In direct contradiction to this statement the case of the recovery of a judgment for \$75 for damages to an automobile as the result of a rear end collision may be quoted. When the judgment could not be collected from the debtor, an order was secured for payment out of the Fund and the \$75 as well as the court costs of \$48.98 were paid from the Fund.

It may be interesting at this period of the history of the Unsatisfied Judgment Fund, to note that awards for damages and injuries sustained in motor vehicle accidents are assuming larger proportions with a resultant heavier call on the Fund. In this connection the case of a collision between a large transport and a motor car is recalled. The car was parked on the travelled portion of a highway at two a.m. without lights and in a very dirty condition. The transport driver was unable to see the obstacle in time to avoid a collision and as a result he suffered severe injuries necessitating amputation of his right leg. His vehicle was damaged to the extent of almost \$6,000 and judgment was recovered in the sum of \$18,000 out of which the Fund was ordered to pay the plaintiff \$5,000 (the limit) for his injuries and about \$800 to the transport company for property damage.

In 1953 the Legislature amended the Highway Traffic Act, section 99, subsection (2), to make provisions allowing the Minister of Highways to consent to judgment in such amounts as might be deemed proper, in actions where he intervenes on behalf of defendants who default in their defence to motor vehicle accident suits. Prior to this amendment, all suits which were defended by the Minister under the provision of section 99 had to proceed to trial and be adjudicated upon by the courts. This necessity for trial of the action had three undesirable results:

- (1) it forced even the most reasonable plaintiff to go to trial;
- (2) it permitted no saving of court costs, and
- (3) it added to the congestion of the courts.

The amendment has to a large degree eliminated these three objectionable results. In the first full year of operation, 1954, the Minister settled 323 of the 621 law suits which he was called upon to defend under the provisions of the above section. This resulted in a substantial saving in costs as the actions were disposed of without the necessity for long and costly trials.

The Highway Traffic Act provides for the suspension of the driver's licence and motor vehicle permit of every person who fails to pay a judgment for damages arising out of a motor vehicle accident until the judgment has been paid. The records show that during the year this legislation was successful in

effecting the settlement of some 600 judgments aggregating approximately \$200,000. This obviated the necessity of the plaintiffs in these cases making application for payment out of the Fund. Pursuant to this authority a total of 1,554 suspensions were applied between January 1st and December 31st, 1954. This compared with 1,149 in 1953.

Before any amount is paid out of the Fund a judgment must be assigned to the Minister. The judgment debtor thereby becomes indebted to the Fund for the amount paid out plus interest at 4% from the date payment was made. Where possible the Department endeavours to secure repayment of these bad debts. During the present fiscal year a total of \$118,204.38 was collected in repayments. Some 39 judgments were repaid in full and over 200 debtors are making regular instalment payments.

The end of the fiscal year found the Fund in a good position financially and we have no serious administrative difficulties to report. As in the past all legal work in connection with the administration was performed by the Department of the Attorney General under the direction of E. H. Silk, Q.C., the senior solicitor. We wish to take this opportunity of expressing to Mr. Silk and his staff our appreciation for the assistance and co-operation given us at all times.



Highway 17, T.C. Typical section of Trans-Canada Highway, featuring heavy rock cut, high standard surfacing and zone striping in rugged country. This section is two miles west of Naughton.

ONTARIO
UNSATISFIED JUDGMENT FUND
STATEMENT OF PAYMENTS INTO AND OUT OF THE FUND
Period July 1, 1947-March 31, 1955

PAYMENTS IN				PAYMENTS OUT								Balance in Fund	
Period	(3) By Fees	(4) By Re- payments	Total	CLASS "A" JUDGMENTS (1)				CLASS "B" JUDGMENTS (2)					
				No.	Amount	Taxed Costs	Interest	Total	No.	Amount	Taxed Costs		Total	Total Paid Out (A+B)
	\$	\$	\$		\$	\$	\$	\$		\$	\$	\$	\$
July 1, 1947 to March 31, 1948				3	2,028.00	850.78	31.39	2,910.17	1	500.00	191.50	691.50	3,601.67
April 1, 1948 to March 31, 1949	477,850.00	1,178.42	479,028.42	89	161,686.83	38,203.69	1,727.11	201,617.63	15	44,229.16	5,996.42	50,225.58	251,843.21
April 1, 1949 to March 31, 1950	673,020.00	10,897.87	683,917.87	233	357,146.66	96,556.11	7,525.69	461,228.46	30	68,118.29	11,566.41	79,684.70	540,913.16
April 1, 1950 to March 31, 1951	738,128.00	22,025.12	760,153.12	262	469,313.43	121,070.39	10,428.52	600,812.34	43	109,776.08	22,623.57	132,399.65	733,211.99
April 1, 1951 to March 31, 1952	757,160.00	32,909.77	790,069.77	346	672,523.22	163,217.86	17,539.02	853,280.10	34	110,050.85	19,243.38	129,294.23	982,574.33
April 1, 1952 to March 31, 1953	1,523,109.50 Treas. Loan	44,618.12	1,567,727.62 650,000.00	402	872,822.29	224,444.24	22,666.55	1,119,933.08	34	77,532.91 Repayment of Treasury Loan	16,557.10	94,090.01	1,214,023.09
April 1, 1953 to March 31, 1954	1,731,607.00	71,198.19	1,802,805.19	485	1,158,382.37	315,218.70	29,077.02	1,502,678.09	35	89,586.43	18,759.20	108,345.63	1,611,023.72
April 1, 1954 to March 31, 1955	1,854,739.50	118,204.38	1,972,943.88	599	1,292,739.62	342,851.40	16,202.47	1,651,793.49	44	129,956.16	26,564.78	156,520.94	1,808,314.43
TOTALS	7,755,614.00	301,031.87	8,706,645.87	2,419	4,986,642.42	1,302,413.17	105,197.77	6,394,253.36	236	629,749.88	121,502.36	751,252.24	7,795,505.60

(1) Class "A" judgment is one recovered against a known owner and/or driver which was uncollectable and may include damage for both personal injury and property damage.

(2) Class "B" judgment is one recovered against the Registrar of Motor Vehicles for personal injuries received in so called "Hit and Run" accidents, where the motor vehicle causing the accident was not identified.

(3) A fee collected annually from each person issued an operator's or chauffeur's licence.

(4) Money collected from judgment debtors in payment of judgments paid out of the Fund.

**TABLE SHOWING CONVICTIONS AND COMMITTALS FOR TRIAL
REPORTED BY COURTS PURSUANT TO THE HIGHWAY TRAFFIC ACT**

Calendar Years 1953 and 1954

SECTION OF ACT	OFFENCE	NUMBER OF CONVICTIONS	
		1953	1954
Highway Traffic Act			
3	Fail to register a motor vehicle.....	229	248
4	False statement on application for permit.....	909	1,041
5	Fail to have number plates.....	3,115	3,569
6	Fail to notify Department of change of ownership.....	550	570
7	Improper use of number plates.....	448	331
10	Improper lights.....	7,999	9,007
12	Defective brakes.....	1,788	2,026
13	Faulty equipment (mirror, windshield, etc.).....	734	677
14 & 15	Improper ties, clamps, etc.....	15	10
17	Unnecessary noise.....	1,821	2,096
19	Excessive width and length of vehicle.....	194	280
21	Fail to have chauffeur's licence.....	199	171
23	Fail to produce chauffeur's licence.....	78	35
25	Procure licence or permit illegally.....	122	143
26 & 27	No garage licence or improper use of garage licence.....	38	17
28	Speeding.....	78,250	86,063
29	Careless driving.....	8,582	8,728
30	Racing.....	27	54
32	Unnecessary slow driving.....	47	22
33	Defacing or removing signs.....	3	4
34	Overweight re tires.....	52	127
36	Load in excess of permit issued.....	3,791	4,255
38	Overhanging load.....	205	167
40	No name of owner on commercial vehicle.....	1,931	2,048
41	Improper turning, passing, signalling etc.....	33,887	42,639
42	Crossing traffic lanes improperly.....	136	164
43	Park on highway.....	626	840
45 & 46	Passing street cars or horses improperly.....	140	154
47	Depositing glass, scrap, etc., on highway.....	48	32
48	Failing to stop at accident and give name.....	901	960
52	Operate motor vehicle under age 15.....	34	64
55	Drunk in charge of conveyance.....	17	2
68	Drive while permit or licence suspended.....	480	544
75 *	Fail to have operator's licence.....	4,426	4,805
76	Fail to produce operator's licence.....	1,924	1,890
110	Fail to report accident.....	489	514
	Disobey regulations under the Act.....	473	621
	Other offences.....	128	207
TOTAL.....		154,836	175,125
Criminal Code (Canada)			
268	Motor manslaughter.....	26	13
285(1)	Furious driving.....	3	
285(2)	Leaving scene of an accident.....	399	465
285(3)	Take vehicle without consent of owner.....	336	361
285(4)	Drunk driving.....	1,418	1,274
285(4A)	Driving while ability impaired.....	5,800	6,209
285(6)	Reckless or dangerous driving.....	525	541
285(8)	Drive whilst disqualified.....	370	442
377	Theft of motor vehicle.....	154	218
TOTAL.....		9,031	9,523
GRAND TOTAL.....		163,867	184,648

**TABLE SHOWING BY TYPES NUMBER OF SUSPENSIONS
APPLIED IN CALENDAR YEAR 1954**

TYPE OF SUSPENSION	NUMBER
By courts as penalty upon conviction for certain offences.....	2,168
SECTION 25 H.T.A. By Minister because of physical or mental disability, court recommendations, multiple accidents and convictions, etc.....	1,307
SECTION 54 H.T.A. Convictions for driving while intoxicated.....	1,058
SECTION 81(1) H.T.A. Effective only until proof of financial responsibility filed.....	14,969
NOTE: — Other types of suspensions may also require filing of F.R. as requisite to reinstatement.	
SECTION 82(1) H.T.A. Failure to pay judgments.....	1,554
TOTAL.....	21,056

**TABLE SHOWING BY YEARS NUMBER OF SUSPENSIONS APPLIED
REQUIRING THE FILING OF PROOF OF FINANCIAL RESPONSIBILITY**

OFFENCE	1950	1951	1952	1953	1954
Speeding.....	55	47	45	41	40
No driver's licence.....	1,024	936	787	670	635
Improper lights.....	63	49	54	36	24
Defective brakes.....	273	250	263	233	202
Improper turning, signalling, etc.....	1,571	1,535	1,682	1,309	911
Failing to report an accident.....	263	285	276	287	260
Careless driving.....	5,538	5,539	5,079	4,282	3,497
Reckless or dangerous driving.....	700	628	544	575	593
Leaving scene of accident.....	862	875	997	976	990
Drunk driving.....	1,817	1,954	1,312	1,492	1,441
Driving while ability impaired(1).....	.....	736	4,582	5,855	6,432
Theft of motor vehicles.....	517	548	537	499	502
Motor manslaughter.....	18	15	10	19	10
Criminal negligence.....	1	1	2	3	2
Other offences.....	458	391	410	76	52
Failure to satisfy a judgment.....	514	621	982	1,149	1,554
Cancellation of proof of F.R.(2).....	1,559	2,005	2,273	2,421	3,086
TOTAL.....	15,233	16,415	19,835	19,923	20,231

(1) This offence added to Criminal Code July, 1951.

(2) Proof of financial responsibility filed but cancelled before two-year period expired.

**TABLE SHOWING BY OFFENCES FINANCIAL RESPONSIBILITY
SUSPENSIONS RESCINDED IN CALENDAR YEAR 1954**

OFFENCE	A F.R. FILED	B EXPIRED	C CAN- CELLED	TOTAL
Speeding.....	11	11	4	26
No driver's licence.....	146	334	9	489
Improper lights.....	14	8	1	23
Defective brakes.....	87	60	2	149
Improper turning, passing, signalling, stopping, etc. section 41 H.T.A.....	507	198	63	768
Failure to report an accident.....	105	66	4	175
Careless driving.....	1,748	1,358	114	3,220
Reckless or dangerous driving.....	224	459	5	688
Leaving scene of an accident.....	431	344	11	786
Impaired driving.....	3,227	597	13	3,837
Drunk driving.....	521	810	6	1,337
Theft of motor vehicles.....	22	302	1	325
Criminal negligence.....	.....	9	.....	9
Motor manslaughter.....	3	4	3	10
Other offences.....	35	172	3	210
Failure to satisfy judgment.....	202	127	43	372
Cancellation of proof of financial responsibility.....	1,175	1,006	14	2,195
TOTAL.....	8,458	5,865	296	14,619

A. Included herein are suspensions applied prior to 1954.

B. Suspensions had been in effect for at least two years.

C. Suspensions revoked for various reasons, i.e., convictions quashed upon appeal, inaccurately reported, evidence of insurance coverage filed, etc.

**TABLE SHOWING NON-FINANCIAL RESPONSIBILITY
SUSPENSIONS BY EFFECTIVE PERIODS AND YEARS**

PERIOD	NUMBER				
	1950	1951	1952	1953	1954
Up to three months.....	2,097	2,158	1,675	2,026	2,080
Three months to six months.....	1,080	1,229	786	921	1,135
Six months to one year.....	298	268	244	237	296
One year to two years.....	67	72	66	74	84
Two years to three years.....	40	44	57	53	58
Indefinite.....	763	595	794	1,336	880
TOTAL.....	4,345	4,366	3,622	4,647	4,533

NOTE:— Some of these suspensions were, in addition to the periods indicated, effective until proof of financial responsibility was filed.

**TABLE SHOWING TYPE OF FINANCIAL RESPONSIBILITY
FILED IN CALENDAR YEAR 1954**

TYPE	NUMBER
Vehicle policy insurance certificate.....	7,355
Driver's insurance certificate.....	1,084
Fleet insurance certificate.....	12
P.C.V. or P.V. insurance certificate.....	4
Surety bonds.....	2
Money or securities.....	1
TOTAL.....	8,458

SUMMARY OF MOTOR VEHICLE TRAFFIC ACCIDENT STATISTICS

Ontario

DURING Year, 1966.

1. TYPE OF ACCIDENT	NUMBER OF ACCIDENTS				NUMBER OF PERSONS KILLED												NUMBER OF PERSONS INJURED												10. Weather Conditions	NUMBER OF ACCIDENTS				14. NATURE OF INJURIES	Fatal	Non-Fatal
	Total	Fatal	Personal Injury	Property Damage Only	Total	Fatal	Personal Injury	Property Damage Only	Total	Fatal	Personal Injury	Property Damage Only	Total	Fatal	Personal Injury	Property Damage Only	Total	Fatal	Personal Injury	Property Damage Only	Total	Fatal	Personal Injury	Property Damage Only	Total	Fatal	Personal Injury	Property Damage Only								
1. Collision with pedestrian	4891	352	4766	3329	280	332	37	85	50	42	19	91	229	103	1760	1752	850	1737	717	566	324	458	100	2966	1716	1	Clear	32118	962	11067	8649	1	Fractured skull	438	836	
2. Collision with motor vehicle	40851	285	6708	3329	345	352	12	11	13	74	43	37	220	103	11363	11850	355	672	6201	2945	795	528	356	1907	1113	1	Cloudy	10075	171	2327	7371	1	Fractured limb	1266	182	
3. Collision with horse-drawn vehicle	444	47	104	257	65	64	7	3	10	1	6	5	46	28	203	245	8	10	135	58	19	9	180	85	1	Fog	719	17	173	429	1	Other fractures	98	3716		
4. Collision with R.R. track	709	4	175	530	3	5	1	1	2	1	1	1	4	1	316	241	5	15	151	76	17	14	13	191	70	1	Rain	234	94	2013	9177	1	Concussion of brain	45	851	
5. Collision with street car	196	1	57	138	6	6	1	1	1	1	1	1	46	28	203	245	8	10	135	58	19	9	180	85	1	Snow or sleet	2343	47	10501	5836	1	Severe general shock with bruises and cuts	23	15554		
6. Collision with other vehicle	5474	53	1413	4008	101	64	2	40	14	3	5	5	47	17	2373	170	27	53	145	148	64	36	45	142	412	1	Not stated	62509	897	16810	44802	1	Minor abrasions	278	633	
7. Collision with fixed object	999	26	972	1	26	30	14	4	3	1	1	1	21	9	1081	995	3	614	258	67	24	11	18	870	125	1	Light	36434	416	9749	26669	1	Other serious (ruptured diaphragm, etc.)	2029	519	
8. Collision with motorcycle	525	8	451	66	20	9	1	1	1	1	1	1	171	38	3440	3595	40	131	2467	958	151	80	48	2634	11	1	Dark	2918	55	745	2118	1	Cuts or glass only	22	8	
9. Non-fatal accident	6400	179	2273	5948	191	209	5	9	110	54	15	1	171	38	3440	3595	40	131	2467	958	151	80	48	2634	11	1	Not stated	62509	897	16810	44802	1	Unburned	10	5	
10. Not stated	548	1	35	514	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	Dark	22913	424	1307	16182	1	Unburned	10	5	
TOTALS	62509	897	16810	44802	1082	1015	54	126	360	202	130	147	749	296	24353	24607	1332	3241	14178	4930	1448	1173	605	16060	877	1	Light	36434	416	9749	26669	1	Unburned	10	5	

2. HOUR OF OCCURRENCE	NUMBER OF ACCIDENTS				NUMBER OF DRIVERS				RESIDENCE OF DRIVER				NUMBER OF DRIVERS				THE VEHICLE				NUMBER OF VEHICLES				12. THE PEDESTRIAN				15. THE ROAD						
	Total	Fatal	Personal Injury	Property Damage Only	Total	Fatal	Personal Injury	Property Damage Only	Total	Fatal	Personal Injury	Property Damage Only	Total	Fatal	Personal Injury	Property Damage Only	Total	Fatal	Personal Injury	Property Damage Only	Total	Fatal	Personal Injury	Property Damage Only	Total	Fatal	Personal Injury	Property Damage Only	Total	Fatal	Personal Injury	Property Damage Only			
2:00-2:30	5001	46	876	2079	3	Male	97825	1125	28959	73541	1	Outside	99535	1125	23564	75246	1	TYPE	58537	875	19879	6	83	1	ACTIONS	62509	897	16810	44802	1	LOCATION	16583	87	48781	11616
2:30-3:00	2008	30	578	1400	2	Female	6602	75	1704	4882	2	Couder	900	21	181	698	2	Commercial vehicle	20550	302	4326	15922	1	Corporate or Street Intersections	11967	120	3825	802	1	Street crossing, bus	11967	120	3825	802	
3:00-3:30	1863	30	357	876	1							Other persons	167	15	178	574	1	Taxi	10616	18	272	726	1	Between street intersections	1734	88	1059	538	1	Between street intersections	1734	88	1059	538	
3:30-4:00	852	22	222	608	1	AGE						Michigan	10616	18	272	726	1	Bus	916	14	249	653	1	Wrong direction	1734	88	1059	538	1	Wrong direction	1734	88	1059	538	
4:00-4:30	569	10	189	390	1	1 Under 18 years	3366	34	817	2535	1	Other	172	1	42	129	1	Motorcycle	722	13	63	75	1	At signal	31	672	96	1	At signal	31	672	96			
4:30-5:00	440	11	109	320	1	18 to 24 years	36544	290	6217	9011	1	New York	801	9	250	568	1	Truck	10	3	10	3	1	At intersection	24	1641	24	105	1	At intersection	24	1641	24		
5:00-5:30	771	19	187	565	1	25 to 34 years	30558	330	6055	36372	1	Illinois	103	7	31	96	1	All others	60	1	27	37	1	Diagonal	54	1054	54	1054	1	Diagonal	54	1054	54		
5:30-6:00	2222	24	468	1730	1	35 to 44 years	18984	201	4582	14201	1	Massachusetts	139	1	34	88	1	Not stated	270	7	30	233	1	Crashing between intersections	54	1054	54	1054	1	Crashing between intersections	54	1054	54		
6:00-6:30	2437	17	529	1891	1	45 to 54 years	5955	89	1659	4407	1	Pennsylvania	439	9	115	293	1	Totals	109617	1223	25481	82913	1	Waiting for or getting on or off street car	51	1	1	1	1	Waiting for or getting on or off street car	51	1	1	1	
6:30-7:00	2040	28	456	1556	1	55 years and over	2646	49	671	1926	1	Other states	23	8	15		1	CONDITION	105633	1158	24694	80531	1	Standing in safety zone	4	42	4	42	1	Standing in safety zone	4	42	4	42	
7:00-7:30	2313	28	511	1774	1	Not stated	1210	6	232	972	1	Totals	109617	1223	25481	82913	1	Crashing on or off other vehicle	1134	21	290	823	1	Crashing on or off other vehicle	1134	21	290	823	1	Crashing on or off other vehicle	1134	21	290	823	
7:30-8:00	2566	26	653	1487	1	DRIVING EXPERIENCE						6	Action of Driver	6200	135	1833	4232	1	Crashing between intersections	349	9	100	280	1	At work on roadway	6	47	6	47	1	At work on roadway	6	47	6	47
8:00-8:30	2815	26	728	2061	1	1 Less than 3 months	1268	16	356	890	1	1 Speed too fast for road or traffic conditions	2586	90	737	1759	1	Crashing between intersections	349	9	100	280	1	Between street intersections	1734	88	1059	538	1	Between street intersections	1734	88	1059	538	
8:30-9:00	2791	25	781	2005	1	1 3 to 6 months	956	2	261	693	1	2 On wrong side of road or crossing	2586	90	737	1759	1	Crashing between intersections	349	9	100	280	1	Wrong direction	1734	88	1059	538	1	Wrong direction	1734	88	1059	538	
9:00-9:30	3019	41	720	2258	1	1 6 to 12 months	1423	13	340	1070	1	3 Did not have right of way	3954	50	1352	2552	1	Crashing between intersections	349	9	100	280	1	At signal	31	672	96	1	At signal	31	672	96			
9:30-10:00	3558	35	982	2541	1	1 1 to 2 years	21956	170	5215	16571	1	4 Cutting in	556	3	55	298	1	Crashing between intersections	349	9	100	280	1	Diagonal	54	1054	54	1054	1	Diagonal	54	1054	54		
10:00-10:30	4929	61	1402	3446	1	1 3 to 4 years	7406	78	1714	56003	1	5 Parking standing street car	22	16			1	Crashing between intersections	349	9	100	280	1	Crashing between intersections	349	9	100	280	1	Crashing between intersections	349	9	100	280	
10:30-11:00	5994	72	1570	3979	1	1 5 years and over	4384	219	1173	2996	1	6 Parking on cross or side street	138	4	56	98	1	Crashing between intersections	349	9	100	280	1	Crashing between intersections	349	9	100	280	1	Crashing between intersections	349	9	100	280	
11:00-11:30	4120	60	1254	2786	1	Not stated					1	7 Parking on wrong side	119	1	29	118	1	Crashing between intersections	349	9	100	280	1	Crashing between intersections	349	9	100	280	1	Crashing between intersections	349	9	100	280	
11:30-12:00	4191	78	1624	2879	1	CONDITION					1	8 Failed to stop	82	1	112	709	1	Crashing between intersections	349	9	100	280	1	Crashing between intersections	349	9	100	280	1	Crashing between intersections	349	9	100	280	
12:00-12:30	3150	60	856	2936	1	1 Interrupted	859	42	304	513	1	9 Failed to stop	82	1	112	709	1	Crashing between intersections	349	9	100	280	1	Crashing between intersections	349	9	100	280	1	Crashing between intersections	349	9	100	280	
12:30-1:00	4191	78	1624	2879	1	2 Platoon driver	842	7	92	143	1	10 Inexcess of roadway	3193	71	1056	2364	1	Crashing between intersections	349	9	100	280	1	Crashing between intersections	349	9	100	280	1	Crashing between intersections	349	9	100	280	
1:00-1:30	3150	60	856	2936	1	3 License transfer	472	12	160	500	1	Totals	17843	356	4241	12246	1	Crashing between intersections	349	9	100	280	1	Crashing between intersections	349	9	100	280	1	Crashing between intersections	349	9	100	280	
1:30-2:00	4191	78	1624	2879	1	4 Normal	102874	1140	24107	77467	1	7. DIRECTION OF TRAVEL					1	Crashing between intersections	349	9	100	280	1	Crashing between intersections	349	9	100	280	1	Crashing between intersections	349	9	100	280	
2:00-2:30	290	5	77	208	1	TOTALS	62509	897	16810	44802	1	1 Going straight	64812	485	17653	45994	1	Crashing between intersections	349	9	100	280	1	Crashing between intersections	349	9	100	280	1	Crashing between intersections	349	9	100	280	

3. DAY OF OCCURRENCE	NUMBER OF ACCIDENTS				LICENSE				MISCELLANEOUS				13. CLASSIFICATION OF VICTIMS				16. AMOUNT OF PROPERTY DAMAGE																	
	Total	Fatal	Personal Injury	Property Damage Only	Total	Fatal	Personal Injury	Property Damage Only	Total	Fatal	Personal Injury	Property Damage Only	Total	Fatal	Personal Injury	Property Damage Only	Total	Fatal	Personal Injury	Property Damage Only	Total	Fatal	Personal Injury	Property Damage Only	Total	Fatal	Personal Injury	Property Damage Only						
1. Sunday	9123	140	2475	8529	1	1 Licensed	102570	1166	24120	77284	1	1 Hit and run	495	9	89	397	1	1 Damaged (high pressure)	7857	170	1470	5617	1	1 Damaged (high pressure)	7857	170	1470	5617	1	1 Damaged (high pressure)	7857	170	1470	5617
2. Monday	7914	118	2101	5699	1	2 Unlicensed	17171	35	943	1139	1	2 Hit and not apprehended	466	7	140	280	1	2 Not under control or balance	101861	1044	23902	78855	1	2 Not under control or balance	101861	1044	23902	78855	1	2 Not under control or balance	101861	1044	23902	78855
3. Tuesday	7530	113	1971	5446	1	3 Not stated	104247	1801	24663	74623	1	3 Arrived or not apprehended	13446	10	4635	9603	1	3 Solid rubber	408	9	89	400	1	3 Solid rubber	408	9	89	400	1	3 Solid rubber	408	9	89	400
4. Wednesday	7471	98	2012	5361	1	Total number of drivers	104247	1801	24663	74623	1	4 Parked or standing still	15463	12	278	1146	1	4 Tires	109617	1223	25481	82913	1	4 Tires	109617	1223	25481	82913	1	4 Tires	109617	1223	25481	82913
5. Thursday	7832	122	2138	5572	1	MISCELLANEOUS					1	5 Moving down or stopping	11091	142	2152	8797	1	5 Insurance	85712	913	17146	65553	1	5 Insurance	85712	913	17146	65553	1	5 Insurance	85712	913	17146	65553
6.																																		

1. HOUR OF OCCURRENCE		NUMBER OF ACCIDENTS				NUMBER OF DRIVERS				NUMBER OF DRIVERS				NUMBER OF DRIVERS				NUMBER OF VEHICLES				NUMBER OF VEHICLES				NUMBER OF ACCIDENTS								
Total	Fatal	Personal Injury	Property Damage Only	Not Reported	Total	Fatal	Personal Injury	Property Damage Only	Not Reported	Total	Fatal	Personal Injury	Property Damage Only	Not Reported	Total	Fatal	Personal Injury	Property Damage Only	Not Reported	Total	Fatal	Personal Injury	Property Damage Only	Not Reported	Total	Fatal	Personal Injury	Property Damage Only	Not Reported					
1-5 AM	5001	46	876	2079	SEX	97825	1125	28959	73541	1. Ontario	99535	1125	28959	73541	1. Passenger Car	85387	875	19879	61	83	12. THE PEDESTRIAN	Total	Fatal	Personal Injury	Property Damage Only	Not Reported	1. Street Intersection	16583	87	4576	1161			
6-10 AM	2008	30	578	1400	2. Male	6602	76	1704	4882	2. Quebec	900	21	181	698	2. Commercial vehicle	20550	302	4326	11982	2. Crossing street intersections	11967	120	3825	802	2. Bypass street intersections	11967	120	3825	802	2. Bypass street intersections	11967	120	3825	802
11-1 AM	1863	30	357	876	3. Female	1016	18	872	786	3. Other provinces	167	15	178	574	3. Truck	1248	11	332	955	3. At signal	8	382	7134	88	1659	538	3. At signal	8	382	7134	88	1659	538	
2-4 AM	552	22	222	608	AGE	1016	18	872	786	4. Michigan	1016	18	872	786	4. Bus	916	14	249	655	4. No report of accident	31	676	15618	324	3831	1146	4. No report of accident	31	676	15618	324	3831	1146	
5-10 AM	864	10	144	300	1. Under 18 years	3366	34	817	2535	5. Ohio	1702	1	42	129	5. Motorcycle	722	13	63	75	5. At grade	3	41	1641	24	505	151	5. At grade	3	41	1641	24	505	151	
11-1 AM	440	11	109	300	2. 18 to 24 years	26538	290	607	20011	6. New York	801	9	230	560	6. Trailer	670	1	57	37	6. Crossing between intersections	54	1054	5541	121	1366	405	6. Crossing between intersections	54	1054	5541	121	1366	405	
2-4 PM	771	19	167	565	3. 25 to 49 years	49558	532	10655	34571	7. Illinois	103	2	31	70	7. All other	260	7	30	233	7. Waiting for or getting on or off street car	51	174	1641	24	505	151	7. Waiting for or getting on or off street car	51	174	1641	24	505	151	
5-10 PM	2282	24	468	1730	4. 50 to 64 years	18694	201	428	12801	8. Massachusetts	34	1	8	26	8. Not stated	109617	1223	2581	87913	8. Standing in safety zone	12	273	101	11	29	6	8. Standing in safety zone	12	273	101	11	29	6	
11-1 AM	2437	17	529	1891	5. 65 to 74 years	9995	89	1459	4807	9. Pennsylvania	119	1	34	88	9. Not stated	109617	1223	2581	87913	9. Getting on or off other vehicle	4	43	316	32	104	18	9. Getting on or off other vehicle	4	43	316	32	104	18	
2-4 PM	2040	28	456	1556	6. 75 years and over	3266	49	671	2282	10. Other states	437	9	115	293	10. Not stated	109617	1223	2581	87913	10. Crossing passing or street	6	47	1037	83	258	75	10. Crossing passing or street	6	47	1037	83	258	75	
5-10 PM	2313	28	511	1774	Not stated	1210	6	232	972	11. All others	104287	1201	24663	78423	11. Not stated	109617	1223	2581	87913	11. At end of roadway	2	14	3	1	1	1	11. At end of roadway	2	14	3	1	1	1	
11-1 AM	2566	26	693	1887	DRIVING EXPERIENCE	1268	16	356	890	1. Less than 3 months	26800	135	1833	4232	1. In apparent good condition	106583	1198	24694	80513	1. Crossing between intersections	12	273	101	11	29	6	1. Crossing between intersections	12	273	101	11	29	6	
2-4 PM	2815	26	728	2021	2. 3 to 6 months	956	2	261	693	2. 3 to 6 months	26800	135	1833	4232	2. Broken detector	1134	21	200	823	2. Crossing between intersections	12	273	101	11	29	6	2. Crossing between intersections	12	273	101	11	29	6	
5-10 PM	2791	25	751	2065	3. 7 to 12 months	1423	13	340	1070	3. 7 to 12 months	26800	135	1833	4232	2. Steering mechanism defective	349	9	100	280	2. Crossing between intersections	12	273	101	11	29	6	2. Crossing between intersections	12	273	101	11	29	6	
11-1 AM	3019	41	701	2258	4. 13 to 24 months	21956	170	5215	16071	4. 13 to 24 months	26800	135	1833	4232	3. Clutch defective	13	6	2	1	3. Crossing between intersections	12	273	101	11	29	6	3. Crossing between intersections	12	273	101	11	29	6	
2-4 PM	3558	35	982	2546	5. 25 to 36 months	74306	785	17318	56203	5. 25 to 36 months	26800	135	1833	4232	3. No alarm or no report	139	4	39	96	3. Crossing between intersections	12	273	101	11	29	6	3. Crossing between intersections	12	273	101	11	29	6	
5-10 PM	4929	61	1482	3446	6. 37 to 48 months	4384	215	1173	2996	6. 37 to 48 months	26800	135	1833	4232	4. Other defects in equipment	441	14	180	507	4. Crossing between intersections	12	273	101	11	29	6	4. Crossing between intersections	12	273	101	11	29	6	
11-1 AM	5594	72	1570	3958	Not stated	104287	1201	24663	78423	7. Not stated	26800	135	1833	4232	4. Parking on wrong side	237	8	135	36	4. Crossing between intersections	12	273	101	11	29	6	4. Crossing between intersections	12	273	101	11	29	6	
2-4 PM	4120	80	1854	2786	8. 49 to 60 months	104287	1201	24663	78423	8. 49 to 60 months	26800	135	1833	4232	8. Failed to signal	109617	1223	2581	87913	8. Crossing between intersections	12	273	101	11	29	6	8. Crossing between intersections	12	273	101	11	29	6	
5-10 PM	4191	78	1234	2879	9. 61 to 72 months	104287	1201	24663	78423	9. 61 to 72 months	26800	135	1833	4232	9. Car on way - no driver	109617	1223	2581	87913	9. Crossing between intersections	12	273	101	11	29	6	9. Crossing between intersections	12	273	101	11	29	6	
11-1 AM	5190	60	884	2246	10. 73 to 84 months	104287	1201	24663	78423	10. 73 to 84 months	26800	135	1833	4232	10. Driver off roadway	109617	1223	2581	87913	10. Crossing between intersections	12	273	101	11	29	6	10. Crossing between intersections	12	273	101	11	29	6	
2-4 PM	2856	41	701	2114	CONDITION	859	42	304	513	1. Interrupted	104287	1201	24663	78423	1. Interrupted	104287	1201	24663	78423	1. Crossing between intersections	12	273	101	11	29	6	1. Crossing between intersections	12	273	101	11	29	6	
5-10 PM	2889	40	625	1614	2. Interrupted	478	12	160	300	2. Interrupted	104287	1201	24663	78423	2. Interrupted	104287	1201	24663	78423	2. Crossing between intersections	12	273	101	11	29	6	2. Crossing between intersections	12	273	101	11	29	6	
11-1 AM	2770	28	732	1996	3. Interrupted	102714	1140	24107	77467	3. Interrupted	104287	1201	24663	78423	3. Interrupted	104287	1201	24663	78423	3. Crossing between intersections	12	273	101	11	29	6	3. Crossing between intersections	12	273	101	11	29	6	
2-4 PM	2890	5	77	208	4. Interrupted	104287	1201	24663	78423	4. Interrupted	104287	1201	24663	78423	4. Interrupted	104287	1201	24663	78423	4. Crossing between intersections	12	273	101	11	29	6	4. Crossing between intersections	12	273	101	11	29	6	
TOTALS	62509	897	16610	44802	5. Interrupted	104287	1201	24663	78423	5. Interrupted	104287	1201	24663	78423	5. Interrupted	104287	1201	24663	78423	5. Crossing between intersections	12	273	101	11	29	6	5. Crossing between intersections	12	273	101	11	29	6	
3. DAY OF OCCURRENCE		NUMBER OF ACCIDENTS				LICENSE				7. DIRECTION OF TRAVEL				NUMBER OF VEHICLES				TIRE				13. CLASSIFICATION OF VICTIMS												
Total	Fatal	Personal Injury	Property Damage Only	Not Reported	1. Licensed	102570	1166	24120	7284	1. Going straight	64812	685	17653	45904	1. Passenger Car	7257	170	1470	5617	1. Driver	331	7350	61141	872	16458	438	1. Driver	331	7350	61141	872	16458	438	
1. Sunday	9123	140	2625	6529	2. Not licensed	17171	35	943	1139	2. Turning right	3215	19	683	2573	2. Passenger Car	101861	1044	2392	7825	2. Passenger	329	10647	608	14	187	4	2. Passenger	329	10647	608	14	187	4	
2. Monday	7314	118	2103	5590	3. Not stated	104287	1201	24663	78423	3. Turning left	9366	26	1994	7346	3. Not stated	498	9	89	400	3. Pedestrian	339	4450	608	9	148	4	3. Pedestrian	339	4450	608	9	148	4	
3. Tuesday	7314	118	2103	5590	Total number of drivers	104287	1201	24663	78423	4. Backing	1453	12	875	1146	Total	109617	1223	2581	87913	4. Other - Pedestrian or other	3	98	76	2	17	4	4. Other - Pedestrian or other	3	98	76	2	17	4	
4. Wednesday	7471	98	2128	5361	MISCELLANEOUS	465	9	40	397	5. Parked or standing still	11246	19	1986	8215	1. Insured	65712	913	17146	65553	5. Bicyclist	29	991	61141	872	16458	438	5. Bicyclist	29	991	61141	872	16458	438	
5. Thursday	7832	122	2318	5572	1. Hit and run	1936	190	4639	9603	6. Moving down or stopping	11091	192	2352	8797	2. Not insured	19199	219	5263	13917	6. Motorist driver	4	115	608	14	187	4	6. Motorist driver	4	115	608	14	187	4	
6. Friday	10055	133	2733	7194	2. Hit and not apprehended	495	9	40	397	7. Skidding	109617	1223	2581	87913	3. Not stated	4506	21	1078	3343	7. Motorist passenger	4	115	608	14	187	4	7. Motorist passenger	4	115	608	14	187	4	
7. Saturday	12575	175	3399	9001	3. Arrived or not apprehended	549	10	201	732	Total	109617	1223	2581	87913	Total	109617	1223	2581	87913	Total	1045	25607	61141	872	16458	438	Total	1045	25607	61141	872	16458	438	
8. Not stated	104287	1201	24663	78423	4. Non-evidence arrested	16340	215	5065	11700	8. AMOUNT OF PROPERTY DAMAGE	104287	1201	24663	78423	Total	109617	1223	2581	87913	8. J. P. BICKELL, Registrar of Motor Vehicles														

Annual Report
of the
Department of Highways
of
Ontario

FOR THE FISCAL YEAR ENDING MARCH 31st
1956

PRINTED BY ORDER OF
THE LEGISLATIVE ASSEMBLY OF ONTARIO

SESSIONAL PAPER No. 20



TORONTO

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Printer to the Queen's Most Excellent Majesty

1956



THE HONOURABLE JAMES N. ALLAN
Minister of Highways

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TO THE HONOURABLE LOUIS ORVILLE BREITHAUP, LL.D.,
Lieutenant-Governor of the Province of Ontario.

MAY IT PLEASE YOUR HONOUR:

The undersigned has the honour to transmit the Annual Report of the Department of Highways, Ontario, for the Fiscal Year ending March 31st, 1956.

Respectfully submitted,

JAMES N. ALLAN,
Minister of Highways.

Department of Highways, Ontario,
Toronto, April 1, 1956.

TO THE HONOURABLE JAMES N. ALLAN,
Minister of Highways, Ontario.

Sir:

I have the honour to present herewith Report of the activities of the Department of Highways for the Fiscal Year ending March 31st, 1956.

The Report covers operations and functions performed by the various Branches, including the Operations Branch, Planning and Design Branch, Municipal Roads Branch, and Motor Vehicles Branch.

I have the honour to be, Sir,

Your Obedient Servant,

M. A. ELSON,
Deputy Minister

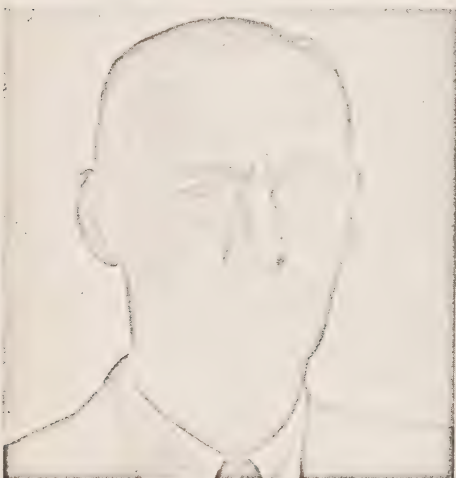
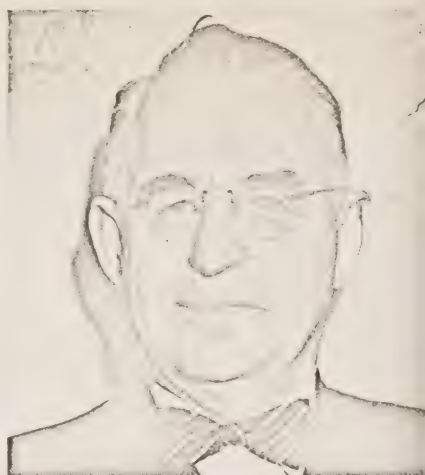
Department of Highways, Ontario,
Toronto, April 1, 1956.



*D*uring the year covered by this Annual Report, reorganization of the Ontario Department of Highways was effected. Directly responsible to Deputy Minister M. A. Elson, P.Eng. (*left*), the Chief Officials of seven other Administrative Branches are shown on these pages. (*Lower left*): W. J. Fulton, P.Eng., Director of Planning and Design; (*lower right*): W. A. Clarke, P.Eng., Chief Engineer and Manager of Operations.

Department Reorganizers





On this page are shown (*left to right*): G. M. Clark, Director of Personnel; C. A. Robbins, P.Eng., Director of Office Services; J. V. Ludgate, P.Eng., Municipal Engineer; J. L. Zoller, Financial Comptroller; J. P. Bickell, Registrar of Motor Vehicles.



REPORT UPON HIGHWAY

REPORT OF THE FINANCIAL COMPTROLLER

Comptroller, J. G. McMILLEN

Receipts

Total receipts of the Department of Highways for the year ending March 31, 1956, are set out at \$44,894,929. It will be noted that receipts from gasoline tax are not included in the revenue statement of the Department of Highways. As of April 1, 1955, collection of gasoline tax has been a function of the Treasury Department. For comparative purposes it may be mentioned that gasoline tax collected by the Treasury Department for the year under review amounted to \$103,815,191. Adding gasoline tax collections to the revenue of the Department of Highways gives a total of \$148,710,120. This compares with receipts of the previous year of \$124,369,346, an increase of 19%.

Expenditures

Total net expenditures by the Department for the year ending March 31, 1956, amounted to \$187,359,908. This compares with expenditures for the previous year of \$151,945,647, an increase of 23.3%.

Assistance to Municipalities and Unincorporated Townships

The Department, during the year under review, expended an amount of \$4,385,213 by way of subsidy and direct expenditure on Development Roads and roads in unincorporated townships. This is a substantial increase — 26% over the corresponding expenditure of the previous year, which amounted to \$3,518,608.

Capital Expenditure Program

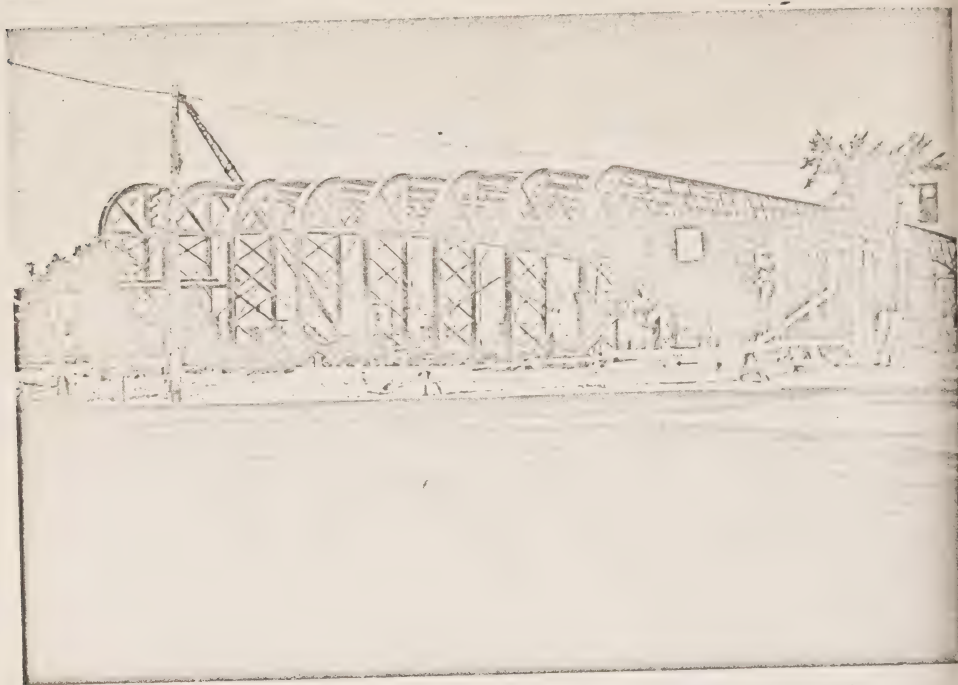
During the year under review, the Capital program of the Department was practically doubled, with expenditures reaching a total of \$73,953,444. It is interesting to note that the substantial increase in road construction was financed, in part, from the Highway Reserve Account. The balance in the Reserve Account as of March 31, 1956 amounted to \$38,127,300.

Trans-Canada Highway

Total expenditures of the Department on Trans-Canada Highway from April 24, 1950, the date of the Agreement, to March 31, 1956, were \$54,226,063. Funds have been received from the Government of Canada of \$24,003,894, with two further claims in process at March 31, 1956, totalling \$1,339,715.

Contracts

At April 1st, 1955, the number of contracts in progress was.....	208
During the year under review, further contracts were let, numbering.....	497
Making a total of.....	705
During the year, the number of contracts finalled was.....	332
Leaving a total brought forward, to the next fiscal year, of.....	373



Steel construction for underpass on Queen Elizabeth Way at Oakville, July 5, 1955.



Underpass nearing completion, October 28, 1955.

REPORT UPON HIGHWAY

REPORT OF THE HIGHWAYS ACCOUNTANT

The following is a summary of the receipts and disbursements of the Department of Highways for the fiscal year, April 1st, 1955 to March 31st, 1956:

Receipts

Motor Vehicles Branch.....	\$ 41,306,171.99
Dissatisfied Judgment Fund.....	2,084,707.20
Sales of Lands and Buildings.....	1,039,947.40
Miscellaneous.....	464,103.24
	<hr/>
	\$ 44,894,929.83

Disbursements

King's Highways.....	\$98,911,680.70
Sidewalks.....	24,851.24
Connecting Links.....	315,182.43
Development Roads, Part VI (H.I.A.).....	3,876,267.57
Incorporated Townships.....	831,035.43
Stock (materials, etc.).....	677,112.49
Land and Buildings.....	691,287.64
High Scales.....	19,624.10
Road Equipment.....	1,564,952.93
District Office and General Engineering.....	4,119,963.31
Provincial Government Repayments..... Cr.	3,365,958.81
Net General Expense.....	2,449,891.97
	<hr/>
	\$110,115,891.00
Inventory March 31, 1955 — \$3,951,567.97	
Inventory March 31, 1956 — 4,628,680.46	
Increase.....	\$ 677,112.49
Subsidies in aid of County Roads.....	\$10,304,707.49
Subsidies in aid of Township Roads.....	15,280,791.70
Subsidies in aid of Cities, Towns and Villages.....	14,092,411.12
	<hr/>
	\$ 39,677,910.31
Dissatisfied Judgment Fund.....	1,791,384.75
Administration, etc.....	7,274,722.73
Highway Reserve Account.....	28,500,000.00
	<hr/>
	\$187,359,908.79



Here Highway No. 17, Trans-Canada, crosses the C.P.R. line at Coppercliff, a new steel structure bridge has been built. Site for the bridge and early construction is shown above.



This attractive new overpass at Coppercliff, when completed, will make a graceful, modern structure.

The following Statement shows the expenditure on account of Trans-Canada Highway since the signing of the agreement with the Federal Government on April 24th, 1950 and the refund received from the Federal Government since that date to March 31st, 1956.

It also shows a further claim awaiting audit at that date and the refund due on that claim.

	REFUNDED BY FEDERAL GOVERNMENT	EXPENDED BY DEPARTMENT
Refunded by Federal Government on account of work performed prior to April 24, 1950.....	\$ 1,569,640.35	
Expenditures by Department to March 31, 1951.....		\$ 7,043,559.23
Refunded by Federal Government to March 31, 1951.....	2,749,328.63	
Expenditures by Department to March 31, 1952.....		8,242,809.65
Refunded by Federal Government to March 31, 1952.....	3,453,866.43	
Expenditures by Department to March 31, 1953.....		11,746,130.41
Refunded by Federal Government to March 31, 1953.....	4,103,752.94	
Expenditures by Department to March 31, 1954.....		9,686,451.83
Refunded by Federal Government to March 31, 1954.....	2,486,859.69	
Expenditure by Department to March 31, 1955.....		5,675,343.25
Refunded by Federal Government to March 31, 1955.....	6,274,487.50	
Expenditure by Department to March 31, 1956.....		9,602,298.56
Refunded by Federal Government to March 31, 1956	3,365,958.81	
Expenditure by Department re property, etc., to March 31, 1956		2,229,479.40
TOTALS TO MARCH 31, 1956	\$24,003,894.35	\$54,226,063.33
Claims to be submitted on above expenditure:		
Claim No. 36 —Actual.....	673,473.52	
Claim No. 37 and 38—Estimated.....	666,241.63	
	\$25,343,609.50	\$54,226,063.33
Less refunds by Federal Government.....		25,343,609.50
Net estimated cost to the Department of Highways to March 31, 1956		\$28,882,453.83

ANNUAL REPORT—1955-56**REPORT OF THE CHIEF ENGINEER, W. A. CLARKE****CONSTRUCTION**

A large construction program was carried out this year, particular stress being placed on the construction of Highway No. 401 in various sections of the province where traffic conditions indicate urgent requirement for this highway. The most important construction carried out in the year was as follows:

Chatham District

Emphasis was placed on the concrete paving of 24 miles of Highway No. 401 in order to allow opening to traffic in 1956. Work was commenced on 10 structures for the Windsor entrance. There was, also, important reconstruction work on Highways No. 3, No. 7 and No. 18.

London District

On Highway No. 401 grading was completed on the London-Woodstock portion and contracts awarded for hot mix paving, covering approximately 38 miles. A heavy amount of bridge work was carried out on Highway No. 401. Reconstruction work was performed on Highways No. 2, No. 3, No. 19, No. 73 and No. 80.

Stratford District

Completion of contracts awarded late the previous year on Highways No. 8, No. 83 and No. 86 was accomplished, along with awarding of several new contracts on Highways No. 86, No. 83, No. 7 and No. 8, being New Hamburg Diversion.

Hamilton District

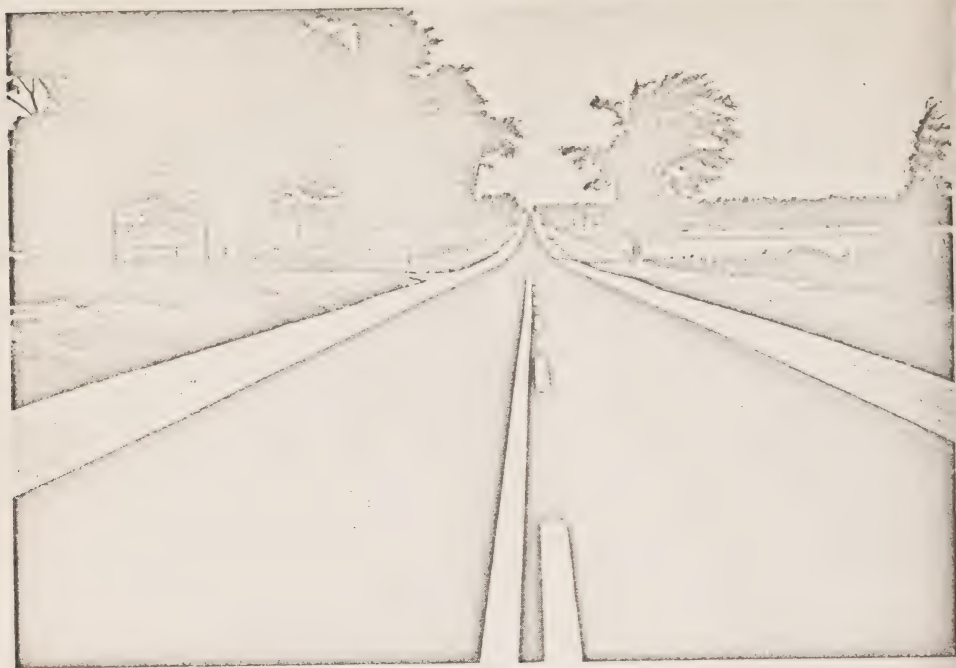
The largest undertaking was the awarding of contracts for construction of the Burlington Skyway Bridge with the estimated completion in 1958. Reconstruction of Highway No. 6 to four lanes from Hamilton south was commenced. An important interchange on the Queen Elizabeth Way, at Lake Street in St. Catharines, was completed.

Owen Sound District

Improvement of existing Highways No. 6, Tobermory South, and Highway No. 21, vicinity of Southampton, and Highway No. 26 east of Owen Sound, was continued.

Toronto District

On Highway No. 401, the Toronto section from Highway No. 27 to Bayview Avenue was completed and some structures between Bayview Avenue and the eastern end were completed with contracts for paving next year also being awarded. Highway No. 27 was widened into a dual Highway from the Queen Elizabeth Way to Junction with No. 401. Also completed was Washago By-Pass on Highway No. 11, thus eliminating traffic congestion for traffic to the north. Construction of Interchanges at Oakville Side Road, Highway No. 122 and the 9th Line was largely completed. Reconstruction on Highways No. 12, No. 27 and No. 88 also was carried out.



Zone striping, Highway No. 10, three miles west of Shelburne.

Port Hope District

Several contracts commenced the previous year on Highway No. 115 and Highway No. 35 were completed in the Newcastle and Lindsay areas. Work was commenced on Highways No. 401 vicinity of Trent River, on No. 45 at Roseneath, on No. 115 at Junction with No. 2, on No. 35 at Junction with No. 7A, and on No. 36 vicinity of Lindsay.

Kingston District

Concentration of work was carried out on grading of Highway No. 401 in the Belleville, Kingston and Brockville areas, with contracts also being awarded for work next year in the Trenton and Gananoque areas. Work on Highway No. 7 Trans-Canada continued in the vicinity of Kaladar. Considerable work on construction of structures was carried out between Kingston and Belleville.

Ottawa District

Great emphasis on relocation of Highway No. 2, Cornwall to Iroquois was required to provide for the St. Lawrence Seaway, and considerable work was accomplished towards this end. Also started with the intention of completion next year, was the connecting road and necessary bridges to provide access from Highway No. 17 east of Pembroke to the new interprovincial bridge being constructed by the Federal Government from the mainland to Allumette Island in Quebec. On Trans-Canada Highway work, grading was completed on Highway No. 17, L'Orignal to the Quebec boundary, with work on bridges at Highway No. 34 at Hawkesbury and on grading Highway No. 15 at Carleton Place continuing.

Bancroft District

Considerable work was accomplished in improving Highways No. 41 and No. 127, various secondary roads, especially Dacre to Renfrew, and the construction of development roads.

Huntsville District

Improvement of Highway No. 11 north of Huntsville was continued, as was also extensive work on secondary roads. Work was also extensively carried out on the new Trans-Canada Highway, Port Severn to Footes Bay.

North Bay District

Work was continued on Highway No. 11 between Trout Creek and Callander South. Also the work of constructing a road from Harrington Creek to Highway No. 63 was carried out which, when completed, will connect Highway No. 17 at Mattawa to Highway No. 63 leading to Temiskaming at the Quebec boundary.

New Liskeard District

Work was carried out on Highway No. 11 north and south of New Liskeard, Highway No. 66 to Kirkland Lake, and Highway No. 101, Pamour to Timmins. A start was made towards constructing a mining access road to Foleyet which, when completed, links with Timmins.

Cochrane District

Concentration of work on Highway No. 11 was placed on sections immediately west of Cochrane, Smooth Rock Falls east and west, and Hearst to Longlac, with hot mix paving by Department plant being completed from Longlac to approximately 40 miles east. Granular base contracts were also awarded and work carried out from this point easterly in preparation for paving next year.

Sudbury District

The new Trans-Canada Highway No. 69 was opened to traffic for the complete year between French River and Sudbury, the only remaining work being completion of bridges at the French River and the Wanapitei River where traffic is carried by Bailey bridges. West of Sudbury on Highway No. 17 the completion of Copper Cliff overhead and start of paving allowed traffic to use the new section of highway, thereby eliminating two railway crossings and a built up area. A start was made on reconstruction of the road from Highway No. 17 to Creighton Mines.

Blind River District

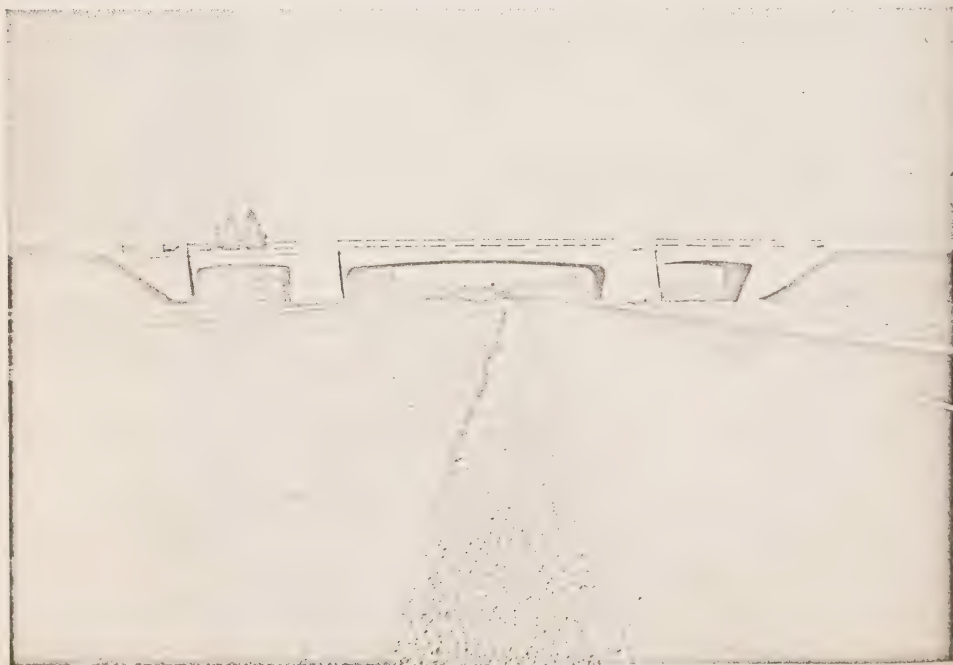
Work was continued on the extension of Highway No. 17 from Montreal River north. Contracts also were awarded for reconstruction of Quirke Lake Road from Highway No. 17 to the new Elliott Lake Townsite now being built in connection with Algom Mines.

Fort William District

On the new Trans-Canada Highway, work continued between Marathon and White River and paving of the section between Marathon and Jackfish



Construction on underpass, St. Clair Avenue, on Highway No. 27.



Underpass completed and zone striping, Highway No. 27 at St. Clair Avenue West.

Lake was started. On Highway No. 120, Atikokan to Highway No. 17, the remainder of reconstruction required west of Highway No. 17 was started and a start made on paving from Atikokan easterly.

Kenora District

Improvement of Trans-Canada Highway No. 17 west of Oxdrift and the improvement of Highways No. 70 and No. 71 in the Fort Frances and Rainy River areas was continued. Investigation was carried out of soil conditions contingent to constructing Fort Frances Causeway.

In addition to the work which required completion from the previous year, the number of new contracts awarded were as follows: grading and culverts — 89, hot mix paving — 69, structures — 71, structural steel — 39, concrete paving — 4, clearing — 20, resurfacing — 40, surface treatment — 14, hot mix patching — 3, gravel — 98, prime — 14, screened sand — 12, winter sanding — 24, bridge painting — 10.

MAINTENANCE

The usual high standard of maintenance was carried out by the Department on 8,750 miles of King's Highways and 2,525 miles of secondary roads.

The following may be considered some highlights on maintenance operations throughout the year.

The Department owned hot mix plant operating at Klotz Lake, 29 miles east of Longlac, on Highway No. 11, had a most successful year, completing 30.7 miles of hot mix pavement, with an additional 7.3 miles of base course and representing a total tonnage of 87,403 tons. Shouldering and Granular "B" amounted to 80,074 tons. The objective of this plant is to complete the paving on Highway No. 11, between Hearst and Longlac, a distance of 133 miles.

Two new zone striping machines were built, together with one being remodelled, resulting in zone painting operations being speeded up considerably.

A drastic change in the policy of weighing trucks was inaugurated. The present scales with the long platform, will gradually be replaced with a new and up-to-date axle type loading scale. This type of scale will permit single axle weighing and the gross weight may also be obtained. This will conform with the permits issued by the Motor Vehicle Branch when trucks are rated according to axle loading.

The operation of seeding areas for the growing of grass, to replace sodding was greatly extended, with the addition of three new seeders and six mulchers. This will represent a considerable saving, when compared on the more costly operation of sodding.

The Department has initiated a new building program, with the following buildings under construction:

5 New Office Buildings

(These are being built by the Department of Public Works)

2 District Garages

3 Heated Storage Buildings

1 Paint Shop

8 Patrol Buildings

Negotiations were under way with the Department of Lands and Forests, which will eventually result in Parks for over-night camping being taken over and operated by the Department of Lands and Forests.

Fifty-two Salt Sheds were erected by the various Districts, for the storage of bulk salt. This results in a considerable saving on our salt purchases, as bulk salt is cheaper than bag salt.

The fiscal year ending March 31st, 1956, represented an all time high for Winter Maintenance expenditures, with a considerable increase in salt and sand being used. The winter was considered a most severe one, with the highways in the southern districts mostly being affected by sudden freezing rain or sleet. Weather conditions of this nature naturally increase the cost of the work.

A summary of work done in 1955-56 follows:

Grading and culverts.....			Mi.	238.8
Granular base on new grading.....	Tons	6,155,511	"	378.4
Granular base on old roads.....	"	3,004,194	"	1009.9
Crushed gravel and stone (by contract).....	"	2,258,133	"	1629.3
Crushed gravel and stone (by Dept. forces).....	"	555,669	"	868.0
Concrete pavement.....			"	24.4
Concrete base, asphaltic top.....	"	25,503	"	3.0
Bituminous hot mix pavement.....	"	954,738	"	359.6
Bituminous mulch and cold mix.....	"	170,248	"	140.9
Bituminous resurfacing, old pavement.....	"	889,817	"	389.7
Bituminous surface treatment.....	Gals.	1,034,480	"	387.4
Bituminous prime, gravel roads.....	"	2,868,114	"	1303.5
Right-of-way fence erected.....			"	337.9
Calcium dust layer, gravel roads.....	Tons	9,202	"	2277.9
Calcium for de-icing roads.....	"	318.4		
Salt for de-icing roads (raw).....	"	91,085		
Salt in sand stockpiles.....	"	38,090		
Sand for winter maintenance.....	"	706,053		
Snow fence, erected, dismantled, stored.....			"	1468.0
Snow hedges planted this year.....			"	8.5
Roads snowplowed and kept open (King's Hwys.).....			"	8713.4
Roads snowplowed and kept open (sec. roads).....			"	2410.7
Shrubs received and planted.....	No.	288,431		
New buildings erected this year.....	"	86		
Roadside picnic places maintained.....	"	1,243		
Off-road parks maintained.....	"	90		
Scale houses maintained.....	"	30		
Seeding by department forces.....	Sq. Yds.	5,033,880		
Zone painting—King's Hwys.....	Gals.	76,884	"	7941.5
Zone painting—sec. roads.....	"	6,001	"	429.5
Signs, erected and replaced.....	No.	57,764		
Traffic lights installed this year.....	"	16		
Automatic signals, R.R. crossings, this year.....	"	11		
Routine maintenance, King's Hwys.....			"	8750.4
Routine maintenance, secondary roads.....			"	2525.1
Development roads built.....			"	221.6
Mining roads built.....			"	30.6
Bridges built.....	No.	51		

MATERIALS AND RESEARCH SECTION

The most significant occurrence during the last fiscal year was the final transfer of the Laboratory in January to the new building at Downsview. There was little doubt that this Section had outgrown the old quarters at Sheppard Ave. and if we were to continue to improve our service in all the phases of work undertaken in recent years, more room was required.

Among the unanticipated problems encountered was the need for a scheme to dampen vibration and noise for a variety of laboratory equipment. This was accomplished through the use of heavy concrete bases to absorb vibration. The bases in turn, were supported on heavy cork mats or rubber pads to deaden noise transmission to the floors below.

The transfer has had an effect on the scope of our operations. Cement, concrete and steel laboratories have been established, although the latter is not yet functioning due to lack of trained personnel.

It is anticipated that these phases of testing may be undertaken by our own staff when proper provision has been made and adequately trained personnel are available. Other sections have been enlarged to handle their work in a more efficient manner.

There is little doubt that increased space and improved working conditions will result in increased efficiency of operations. The soils and materials subsections instead of being located in separate buildings, are now much more cohesive. The office engineers, for example, occupy the same room and each is daily becoming more conversant with the other's side.

New equipment was ordered to take care of the requirements of the cement, steel, concrete and chemical laboratories. Included in this are a 400,000 lb. Baldwin Universal Testing Machine, a 60,000 lb. Tinius Olsen Compression Machine, a Photospectrometer and a Weatherometer.

The high range Baldwin will fill a long felt need for a machine which will permit the determination of ultimate compressive strengths of concrete cylinders and is essential for mix design and research purposes. Its flexibility, as a universal machine, will be used in the testing of steels, prestressed concrete and miscellaneous products.

The amount of work put through the laboratory continued to increase in quantity and diversification as it has yearly since the formation of this Section. Much of this increase can be attributed to the detailed investigations required by the Design Branch before contracts are advertised.

It is unfortunate that the bulk of this work has had to fall on the shoulders of so very few loyal people who have remained with the Department through thick and thin, while so many have been trained in the laboratory and moved on to more financially remunerative positions.

Another function of the laboratory staff is to assist in the writing of construction and purchase specifications. Among those specifications which have recently been revised are:

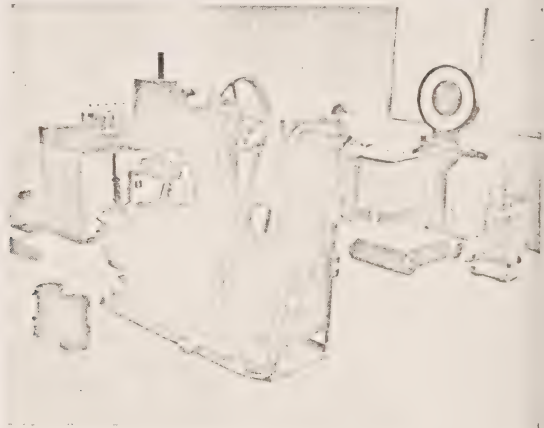
- D.H.O. Form 9 — Supplemental specifications for structures,
- D.H.O. Form 310 — Specifications for hot mix, hot laid asphalt construction and
- D.H.O. Form 314 — Specifications for selected granular base course.



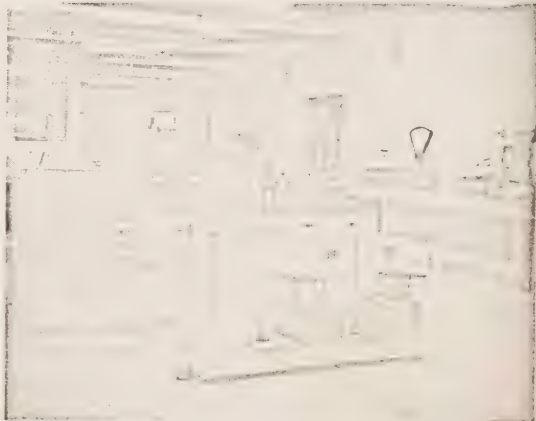
General view of modern chemical laboratory.

Research Work Cuts Road Costs

Long established as a most useful activity of the Ontario Department of Highways, and expanded in recent years, the Materials and Research Section's laboratories get answers about probable costs of projects well before tenders are called. The Section also co-operates closely with special research carried on by the University of Toronto and Queen's University, financed through the Department of Highways by the Province of Ontario.



Lancaster Mixer in concrete laboratory.



Bituminous Mix design and research laboratory.

Specifications have also been written for ready mix concrete, corrugated metal culvert pipe, grass seed, asphaltic materials, binder white traffic paint and bridge paint. In addition to these specifications which were written or revised almost in their entirety by laboratory personnel, work was also done in the writing of several "Special Information to Bidders" and later in the incorporation of some of these into the General Specifications.

Personnel from the laboratory were also included among those who presented technical papers at the annual meeting of the Canadian Good Roads Association in Banff. These papers were later published by the magazine, "Roads and Engineering Construction." The dissemination of technical information in this manner serves the two-fold purpose of:

- (1) advising the construction industry of the latest testing techniques being used, the reasons for their use and the problems encountered in their use;
- (2) furnishes other provinces with information on the methods and techniques used by the Ontario Department of Highways.

A summary of the general activities of the Sub-Sections follows:

A—Soils

At the beginning of the year, a sufficient number of engineers were available, although some were not too experienced, to provide assistance with respect to Materials control on construction and also to provide soils data for design purposes throughout the whole province. With the addition of five graduate engineers after graduation, it appeared that this section had a good chance to provide detailed service. The Foundation Section which started the year before, was rapidly expanding and many more projects were initiated and completed. However, before the end of the fiscal year, that common complaint of many governmental organizations—resignations, had very materially reduced the staff to cope with next year's work. Fortunately, many of the resignations occurred at or near the end of the construction season, so that a relatively large amount of field work was accomplished.

Pre-Contract Engineering: This sub-section involves a detailed field investigation and study of the soil and drainage conditions pertaining to proposed contracts. It includes "Spring performance studies," and the determination of the availability of both earth and granular materials for each project. From this information recommendations for treatment and the establishment of the grade line are made; a "Soils Report" is written for the guidance of the Design Branch; and a "Strip Map" is prepared for the information of contractors interested in bidding. A total of 550 miles of highway were reported on in this manner during the fiscal year.

The major portion of the work was concentrated in two specific areas:

- (1) The Trans-Canada Highway between Blind River and the Manitoba boundary. A total of 160 miles were reported on, although 40 of these are now obsolete due to relocation of the Highway.
- (2) The St. Lawrence Seaway Area. Sixty miles of Highway No. 401 and 15 miles of Highway No. 2 relocation were reported on. The field borings and the materials available for this work had been extensively surveyed, tested and apportioned previously.

Subsurface Exploration: Three diamond drill crews were maintained for most of the year. This sub-section has since lost a considerable number of more experienced personnel, which has affected the number of projects that may be attempted this coming year.

Foundations for 58 structures and stability analysis of adjacent embankments were reported on. In addition, four pile load tests were supervised by personnel from this sub-section.

Construction Supervision: All grading and granular base course contracts under construction in the Province received technical assistance from soils engineers.

Recent failures in fairly new construction have been attributed to lack of compaction in the granular base course. To help alleviate the condition, the specifications were rewritten and field technicians were posted full time on the major Highway No. 401 contracts for the express purpose of maintaining compaction by taking continuous density checks. An effort will be made next year to determine the amount of compactive effort required to ensure adequate compaction of the various materials being used.

The following is a breakdown of the work done:

Highway performance surveys.....	512 mi.
Detailed reconnaissance surveys.....	165 mi.
Checking of subgrade materials.....	510 mi.
Preparation of construction profiles.....	560 mi.
Foundation and embankment investigations.....	58
Granular base course samples tested.....	978
Sand cushion and special sieve analysis.....	647
Soil samples tested.....	3026

The number of samples analyzed includes the tests done at the Toronto laboratory as well as those performed at the London laboratory. The Department has continued to maintain a permanent staff at this latter location since 1948 for the expedient processing of samples from London and Chatham Districts.

During the winter, soils engineers participated in lectures held at Dorset and at Ottawa for the benefit of field engineering assistants and instrument men. Instruction was given on soil and drainage problems in construction, soil classification and compaction. Closed lectures to our own soils staff were also given by senior engineers when time permitted.

B—Materials

The increased highway program has had a direct effect on the amount of routine testing work, pre-engineering, and inspection handled by the Materials Sub-Section.

The pre-engineering work involves complete field investigations, using power equipment, of all potential gravel deposits available for proposed bituminous contracts. From this information, data is assembled which indicates the type of hot-mix courses to specify for a given contract, and which, when combined with earlier test results and deposit histories, is used in the preparation of a "Strip Map." "Strip Maps" are the means of conveying to prospective



Paving completed, Highway No. 3, three miles west of Simcoe, London District.

tive bidders fairly complete granular information on the potential sources of aggregates available for the work.

During the fiscal year, with the increased appropriation for highways, the number of aggregate deposits investigated and the number of "Strip Maps" turned out were both materially increased.

The inspection phase of the function of the Materials Sub-Section deals with the continuous sampling of granular deposits being used; the assisting of District staff shortages by supplying a limited number of inspectors from the pool; the supplying of technically-trained supervising inspectors to lend assistance to the District staffs; and the supplying of field testing equipment to all bituminous paving contracts and to some concrete contracts.

With the advent of the concrete pavement contracts in Chatham District, a materials engineer was loaned full time from the laboratory staff to supervise the technical phase of the construction. In addition a complete field laboratory was established on the job and two technicians were supplied to operate it. Field tests on aggregate and concrete were carried out daily. Some 1,400 concrete cylinders and 330 concrete beams were manufactured and tested during the course of construction.

A total of 608.87 miles of bituminous pavement, not including patching contracts, were under constant laboratory supervision during their construction. Of this mileage 57.14 miles were supervised directly by pool inspectors on loan to the Districts.

The materials laboratory likewise had a busy year as shown by the number of samples and cylinders tested.

Routine aggregate samples tested.....	2,363
Check samples from commercial production sources.....	435
Granular base course samples tested.....	978
Tests of concrete aggregates.....	641
Compressive strength tests of concrete cylinders (Downsview Laboratory only).....	3,372

Two additional laboratories have been added to the Materials Sub-Section since moving to the new building, namely, the Cement Laboratory and the Concrete Laboratory.

The Cement Laboratory, in which all routine cement testing will be performed, is not yet functioning on contract work. It will take a few months before procedures for sampling and shipping can be put in operation and technicians sufficiently trained to efficiently and reliably handle the anticipated volume of this material. The technicians in the Concrete Laboratory, on the other hand, were able to cap and break cylinders and make trial mixes on designs submitted to them with a minimum delay.

An intensive training program sponsored by the materials engineers and supervisors was presented for the following District personnel:

Beginners asphalt inspectors course — Districts 1 to 6 —	43	attending
“ “ “ “ “ “ 7 to 16 —	37	“
Advanced “ “ “ — All Districts —	58	“
Concrete inspectors course — All Districts —	48	“

The above courses were all held at Downsview with the lectures being well received, and it is hoped those attending received valuable information and practical instruction. On the “credit side of the ledger” personnel from the Materials Branch were treated to an excellent course of instruction on cement, concrete, mix design and inspection given under the sponsorship of the Portland Cement Association.

C—Chemicals and Miscellaneous

This section is responsible for the control of all bituminous products used for highway purposes and for the control and purchase specifications of a variety of miscellaneous items ranging from paint of various types to grass seed. Due to the heterogeneous nature of the products to be tested, much of the time is spent in developing adequate testing procedures, which can be used as a basis of quality comparison, and in training laboratory technicians to use the procedures effectively. The analyses performed by this Sub-Section are mainly chemical rather than physical as performed in the soils, materials, cement and concrete laboratories.

(1) *Asphaltic Products*

To keep pace with recent developments in the asphalt testing field and with the different properties of the newer sources of crude, it was again found desirable to revise the “Asphaltic Materials Specification.”

Approximately 2,600 asphalt samples were tested consisting of “refinery samples” (i.e. those submitted by the refineries prior to the tank cars or truck shipments to Department contracts), and check samples, (i.e. those submitted by Department personnel from the materials received on the job). This number of samples requires more than 15,500 individual tests to determine whether these materials comply with the specifications.

(2) *Paint*

One of the major items of work conducted by this section is paint testing. The total gallonage of paint purchased each year for all purposes is in the order of 200,000 gallons. Traffic paint, which constitutes the largest item, is subjected to a large number of road service tests and laboratory physical tests. The results of these tests indicate which manufacturers can supply the most suitable product for our use. It is important that both price and quality form the basis of purchase. Some work is currently underway to determine the cost per mile per unit of service. Twenty-eight samples of traffic paint were tested during the year.

An allied problem is the testing of the glass spheres which are added to the traffic paint to increase the reflectance of the painted surface. Three samples of these beads were tested this year for conformance to the specification requirements.

Other paint samples tested are as follows:

Bridge paint.....	5
Guide rail paint.....	10
Paint for miscellaneous purposes.....	1

(3) *Sodium Chloride*

The number of rock salt samples tested for winter maintenance was increased substantially to 80. This was mainly due to a better system of sampling and increased interest on the part of the District Maintenance Engineers.

(4) *Subgrade Paper*

Forty-two samples of subgrade paper were tested. The four major concrete pavement contracts in Chatham District had a direct effect on the increased number, in that samples from shipments were obtained and tested for specification conformance.

(5) *Herbicides*

Ten samples of weed killing compounds were analyzed. These included 2,4-D Amine and Low Volatile Ester types as well as Low Volatile 2,4,5-T. Formulations.

(6) *Anti-freeze Liquids*

Eleven samples of engine anti-freeze were submitted and tested. Reports were made on their conformance to the specifications and their suitability for use in Department vehicles.

(7) *Water*

Seventy-nine samples of water were tested. The majority of these were for departmental use on structural concrete contracts, although some were tested for potability. The increased number of water samples submitted reflects the interest being expressed these days by the district inspectors in obtaining good concrete.

(8) *Joint-Filler Materials*

A comparative program was set up to evaluate nine joint filler materials for use in sealing concrete contraction or expansion joints. Both hot and cold applied types of filler were tested. This program is being enlarged to incorporate additional physical tests and to form a basis for specification requirements.



Granular base and hot mix paving on Queen Elizabeth Way, south of Niagara Falls.

(9) *Bituminous Mix Extractions*

A total of 2,024 routine extractions were made as control checks on bituminous contracts. Samples were submitted daily and the asphalt content and grading of the aggregates were determined.

This section also reclaimed 1,200 gallons of trichlorethylene containing asphalt which was then available for re-use in extracting asphalt from the bituminous mixes.

Future plans for this section involve the testing of membrane-forming curing compounds, water-proof paper for concrete curing, chemical analysis of cement and concrete, and a complete evaluation program on sign coating systems.

D—Research

This sub-section basically is responsible for the design of bituminous mixes (primarily surface courses) on current paving contracts, the development and application of tests on materials, the relative qualities of problem aggregates and mixes for their intended purposes, the evaluation of applicable commercial products, and the dissemination of information to the proper quarters.

(1) *Design of Bituminous Mixes*

Forty-one mixes were designed by the Marshall method during the fiscal year. The difficulties associated with receiving the material in time to design a mix, which had been a problem in the past, were largely solved by the issuing of a "Special Information to Bidders," which described to the contractors when they had to have stockpiles available prior to paving. Stability, flow and voids tests were made on samples of those mixes which were not designed and if these properties were outside the specification range, more desirable proportions were recommended.

(2) *Bituminous Mix Design Research*

(a) *Pavement Densities:* Twenty-seven pavements were sampled in a continuing program to verify the criteria used in the Marshall procedure. The degree of densification given to laboratory specimens is controlled approximately to that which a pavement has reached after two summers under traffic compaction.

(b) *Field Control of Density:* A simple procedure has been established to determine the percentage compaction a newly laid pavement has received from the contractor's rolling equipment. Tests are currently underway to determine its effectiveness before it is more widely adopted.

(c) *Analysis of Pavement Failure:* Sections from two pavements are currently under test to determine the reasons for their poor durability.

(d) *Blending Sand Research:* A series of tests were run on "borderline mixes" to determine if the addition of a fine blending sand would assist in the introduction of more asphalt into these mixes without gambling on "flushing" and instability. From the work completed to date this answer appears to be negative.

(e) *Sand Research:* It is becoming increasingly evident that the grading and shape of the fine aggregate particles contributes or detracts from a bituminous mix much more than the corresponding coarse aggregate properties. Work has started to determine a simple sand test which might indicate the effect of a sand in a bituminous mix without going through the more laborious procedure.

(f) *Correlation of Means of Compaction:* Three methods of densification are referred to in the literature for compacting laboratory specimens, namely: double plunger, impact, and kneading compactor. A program has been set up to determine the effect of each method on laboratory results.

(3) *Concrete Mix Design Research*

(a) *Strength-Age Characteristics of Local Cements:* This program which is now completed, is the first step to determining the relationship between cylinder strength and in-place concrete strength. In general, it was found that early strengths of concrete made with local cements were much higher than they were previously thought to be or as usually reported throughout the literature.

(b) *Factors Controlling Bleeding:* Severe bleeding occurred on two of the four Windsor dual concrete pavement contracts. Laboratory tests are underway to determine the main contributing factors and their possible cure. Initial results are most interesting.

(c) *Strength of Pavement Concrete:* Cylinders from one of the contracts on the Windsor dual highway showed appreciably less strength than required. The mix used was duplicated in the laboratory and the factors which contributed to low strength are being evaluated.

(4) *Quality of Aggregates*

(a) *Slag Research:* Various sources of Ontario slag were analyzed. Data is currently being assembled.

(b) *Crushing and Bearing Strength:* This is a continuing program comparing several commercial sources of aggregate under compressive loading. Work is still underway.

(c) *Sand Abrasion:* A good laboratory test has been evolved to determine the brittleness and friability of sand. Additional field performance data is required before exact limits can be written into the specifications.

(d) *Effect of crushed stone particles in granular base course class "A":* A series of tests were run using the California Bearing Ratio procedure to determine the effect on the strength of GBC "A" of increasing the percentage crushed particles from 0% to 100%. The results indicated that further work is required to evaluate other variables.

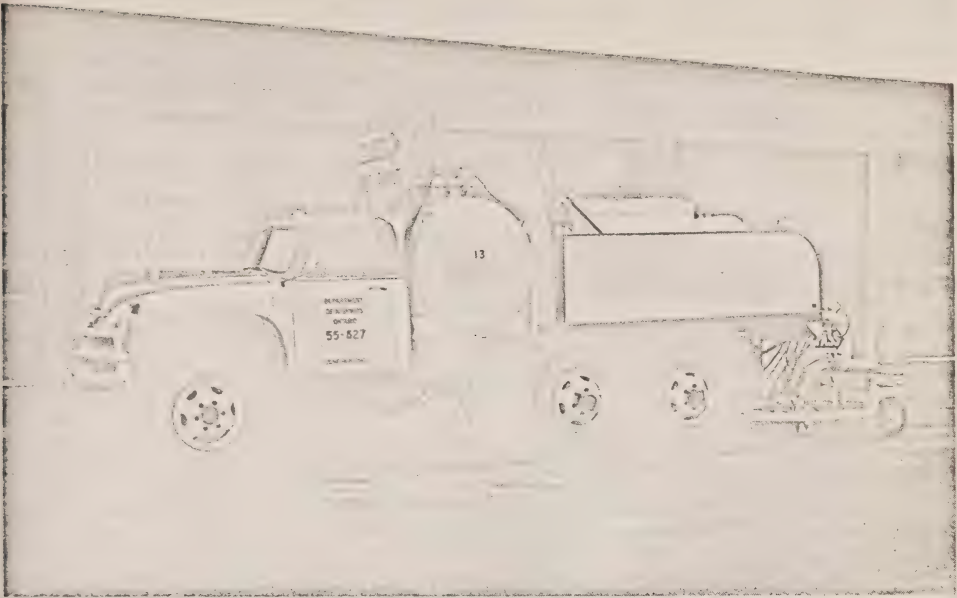
(e) *Examination of Thin Sections:* Thin sections of rock can be examined microscopically to determine the mineralogical composition. Several borderline rock types have been examined in this way and the results are very encouraging.

(5) *Road Roughness Index*

A machine for establishing the degree of road roughness has been built by our machinist according to plans forwarded by the Highway Research Board. This equipment is used to determine and compare the riding qualities of various types of pavement surfaces. The roughness index is also a criteria for determining the extent of deterioration of existing surfaces as far as smoothness is concerned or to accurately pinpoint the extent of any poor sections. It could also be used as the basis for a specification requirement for riding quality similar to that now in use by several States. Field tests show that the concrete placed last year on the Windsor dual highway has a good riding surface.



Hot mix and zone striping, Highway No. 60, east of Killaloe.



Zone painting machine.



Mulch treatment on Highway No. 17, north of Montreal River, Blind River district.

CONSTRUCTION ON THE TRANS-CANADA HIGHWAY

The total work completed to end of the year was:

Grading and Culverts.....	442.4 miles
Bituminous Hot Mix Pavement.....	280 miles
Permanent Bridges Built.....	26

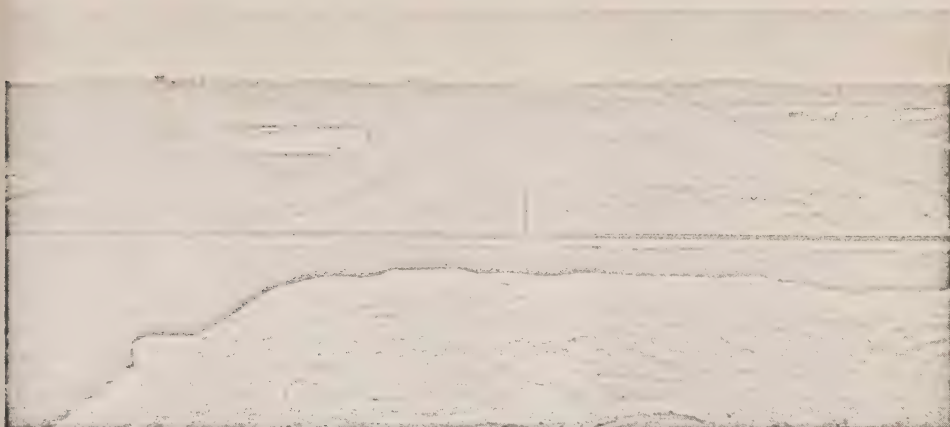
		Grading and Culverts		Total Miles	Completed in 1955
District	Hwy. T.C.H.				
Ottawa	15	Stittsville westerly.....	7.3	0.3	
	17	L'Orignal Overhead easterly.....	7.8	3.9	
	17	Quebec Boundary westerly.....	7.6	4.3	
	15	Ashton Station to Jct. Hwy. No. 15 and 29.	7.08	5.0	
Kingston	7	Kaladar west.....	7.4	0.9	
Huntsville	69	Muskoka River to Footes Bay.....	9.4	9.4	
Fort William	17	Siston's Corners westerly.....	6.0	1.5	
	17	Shebandowan Corners easterly.....	7.0	2.0	
	17	Shabaqua northerly.....	7.0	0.6	
	17	Siston's Corners south.....	5.0	0.4	
	17	Marathon easterly.....	10.0	4.4	
	17	White River east.....	8.5	1.2	
	17	White River west.....	10.5	0.5	
	17	Oxdrift westerly.....	6.5	6.5	
Kenora	17	6.5 miles west of Oxdrift westerly to 13.5 miles.....	7.0	0.5	

		Granular Base (New Grading)		Total Miles	Completed in 1955
District	Hwy. T.C.H.				
Ottawa	17	L'Orignal Overhead easterly.....	7.8	5.5	
	17	Quebec Boundary westerly.....	7.6	6.3	
	15	Stittsville westerly.....	7.3	0.5	
	15	Ashton Station to Jct. Hwy. No. 15 and 29.	7.08	3.5	
Kingston	7	Kaladar west (grading).....	7.4	1.2	
	7	Kaladar west (prior to paving).....	7.4	7.4	
Huntsville	69	Muskoka River to Footes Bay.....	9.4	9.4	
	69	Port Severn to MacDonald River.....	9.0	9.0	
Fort William	17	Siston's Corners westerly.....	6.0	1.5	
	17	Finmark to Shabaqua.....	7.0	2.0	
Kenora	17	Oxdrift westerly.....	6.5	6.5	

		Granular Base (No Grading)		Total Miles	Completed in 1955
District	Hwy. T.C.H.				
Ottawa	17	East of Alfred to L'Orignal Overhead.....	7.7	1.2	
Sudbury	69	Wanapitei River north to 2 miles south of Sudbury.....	11.7	11.7	
	69	Wanapitei River south.....	14.4	14.4	
	17	Copper Cliff westerly.....	1.9	1.9	
	17	Marathon to Little Pic River.....	18.0	5.5	
	17	Little Pic River to Jackfish Lake.....	22.0	5.7	

		New Bridges		Total Miles	Completed in 1955
District	Hwy. T.C.H.				
Ottawa	17E	South Nation River Bridge			
	17E	Little Rideau River Bridge			
	17E	West Hawkesbury Creek and C.N.R. Overhead			
Huntsville	69	Pickering River Bridge			
Sudbury	17	Copper Cliff Overhead			

		Bituminous Hot Mix Paving		Total Miles	Completed in 1955
District	Hwy. T.C.H.				
Ottawa	17E	East of Alfred to L'Orignal Overhead.....	7.7	7.7	
	15	Ashton Station to Jct. Hwy. No. 15 and 29 (base only).....	7.08	3.7	
Kingston	7	Maberly to Hwy. No. 38.....	8.3	8.3	
	7	Kaladar west.....	7.4	7.4	



Site for bridge over C.P.R. on Highway No. 69, Trans-Canada, Huntsville District.

Work On Trans-Canada Highway

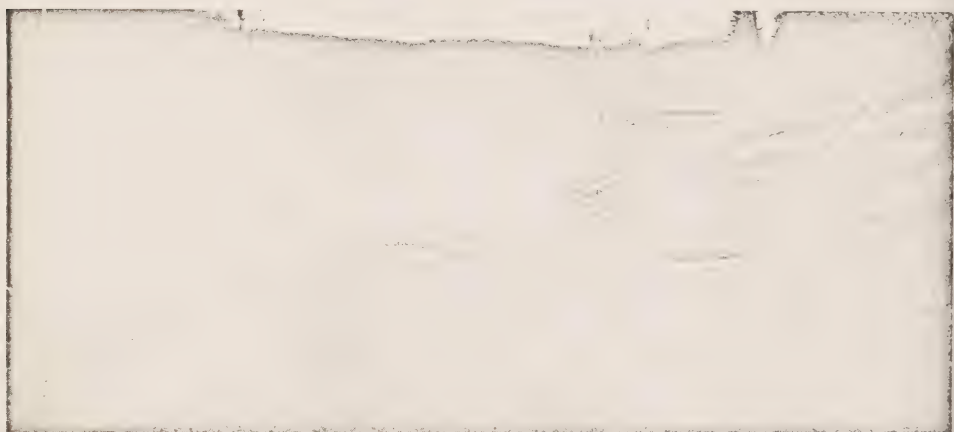
*Building of Trans-Canada Highway
progressed through the year, as
shown in these views in various
Districts.*



Resurfacing Highway No. 17, Trans-Canada, North Bay District.



Grading on No. 17, Trans-Canada in Kenora District.



Grading operations eight miles west of Marathon, Highway No. 17, Trans-Canada, Fort William District.



Huntsville District. Grading, showing rock cut on Highway No. 69, Trans-Canada.

District	Hwy. T.C.H.		Total Miles	Completed in 1955
Sudbury	69	Wanapitei River north.....	11.7	11.7
	69	Wanapitei River south (base only).....	14.4	14.4
	17	Copper Cliff westerly (base only).....	1.9	1.9
Fort William	17	Sistonon's Corners to Shabaqua Cor.....	12.88	3.0
	17	Marathon to Little Pic River.....	18.3	4.0

MINING AND ACCESS ROADS

During the year the funds voted in the Department of Mines' estimates, for the construction of mining and access roads, were administered by a committee which included the Ministers of Public Works, Highways, Lands and Forests, and Mines. The committee approved of the roads to be developed and the actual work was carried out by the Department of Highways. In all, six contracts were let covering clearing of right-of-way and grubbing and at Burwash the Industrial Farm took over the clearing of some five miles on the Burwash-Killarney access road. Grading operations were carried out by day labour forces, using departmental or rented equipment. Eighteen projects, covering a total of 228.55 miles, were undertaken during the year. A summary of these projects and the actual work carried out, is shown in the following statement:

Mining and Access Roads 1955-56

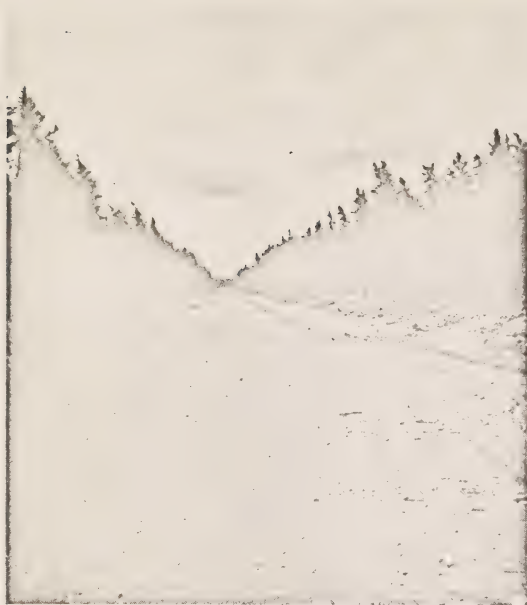
		Mileage				
Project	Location	New Const.	Re- Const'd	Improved	Cleared Day Labour	Cleared Contract
1	Mattawa - Temiskaming.....		11.60			12.50
2	Palomar - Foleyet.....					12.00
3	Kukatush - Palomar.....			10.00		
4	Warren Lake - Kukatush.....			17.00		
5	Southam Township Road.....			8.00		
6	Kenogami - Matachewan.....			6.00		
7	Hornepayne North.....	3.00				16.00
8	Quirke Lake Road.....			32.00		
9	Sioux Lookout - Alcona.....	5.20				
10	Burchell Lake Road.....		6.00			
11	Kashabowie Outlet.....	0.75				
12	French Lake Road.....	0.50				
13	Geraldton - Nakina.....	11.80	3.70		0.50	10.00
14	Savant to Sturgeon Lake.....			3.50		
15	Seagram - Caramat.....					13.50
16	Hemlo - Geco.....			26.50		
17	Killarney - Burwash.....				10.00	5.00
18	Bicroft Mine Road.....			3.50		
		21.25	21.30	106.50	10.50	69.00
TOTAL: 228.55 miles						

(3) Granular base and drainage. (4) Granular base and drainage. (5) General road improvement. (6) Granular base. (10) Ditching, culverts and gravelling. (11) New diversion. (14) Widening and granular base. (16) General improvement and diversions. Reconstruction of bridge and granular.

DISTRICT No. 1—CHATHAM

Construction

The largest operation in the District this year was the paving of approximately 24 miles of dual highway with concrete pavement 23 feet wide. This was done in four contracts, three of which were fairly well completed except for some paving in the clover leaf legs and the fourth one still has about two miles of pavement to be completed.



Between Geraldton and Nakina.

Access Roads For New Areas

New areas are constantly being opened up by roads, to aid mining industry and make new settlement possible. These are two of many roads built during the year.



Mattawa-Temiskaming Access Road.

The paving work was carried on as late as the weather would permit, but none of the pavement was opened to public traffic. These paving jobs put into use a variety of new equipment, used in batching of materials, setting forms, mixing and spreading and finishing the concrete and the sawing of the transverse joints, as well as hundreds of trucks and railroad cars, used in the transportation of materials.

In addition to the concrete paving there was considerable asphalt paving and work was started on ten structures for the Windsor entrance.

Shortage of some types of materials was quite acute, with the result that progress on many projects was impeded by lack of reinforcing steel, cement and cement products.

Maintenance

Routine patching of the paved surfaces and maintenance of shoulders was carried on throughout the District.

Bulk salt was used for the first time this year on approximately 33% of the District replacing bag salt with no problems in handling encountered. For this purpose, three bulk storage buildings were erected.

Contracts supervised by maintenance personnel included 30 miles of surface treatment, 9 miles of hot mix patching, and 13,000 tons of stone ripping along the St. Clair River, to lessen erosion.

The teletype was used very efficiently on winter maintenance reporting of road conditions and extensively used for communications to head office and other districts.

Grading and Culverts

Hwy. No.		Total miles in Project	Year Com-menced	Miles Compl. Prev. Years	Miles Compl. this Year
401	Road between Cons. 9 and 10, Maidstone Twp. to Hwy. No. 98.....	5.40	1955	4.25	1.15
401	Comber Side Road to Clover Leaf.....	1.10	1955	.....	.....
401	Hwy. No. 98 to Walker Road.....	1.43	1955	.....	.....
401	Walker Rd. to Hwy. No. 3 and 3B.....	3.50	1955	.....	.....
3	Elgin County line to Orford-Howard Twp. line.....	6.48	1955	.....	.....
3	Orford-Howard Twp. line to 1½ mi. east of Eatonville.....	5.17	1955	.....	5.17
7	Wisbeach to 1 mi. w. of Forest Road.....	10.53	1955	.....	.....
2	Fairfield Diversion.....	1.60	1955	.....	.....
18	Harrow to Amherstburg.....	13.30	1955	.....	.....
TOTALS.....				4.25	6.32

Granular Base Laid on New Grading

Hwy. No.		Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. this Year	Tons Placed this Year
401	Road between Cons. 9 and 10, Maidstone Twp. to Hwy. 98....	5.40	1955	.....	5.40	136,100
401	Comber Side Rd. to Clover Leaf.....	1.10	1955	.....	.....	13,000
401	Hwy. 98 to Walker Road.....	1.43	1955	.....	.....	779
401	Walker Rd. to Hwy. 3 and 3B....	3.50	1955	.....	.....	2,679

Hwy. No.		Total Miles in Project	Year Com-menced	Miles Compl. Prev. Years	Miles Compl. This Year	Tons Placed This Year
3	Elgin County line to Orford-Howard Twp. line.....	6.48	1955	.....	.50	19,271
3	Orford-Howard Twp. line to 1½ mi. east of Eatonville.....	5.17	1955	.....	5.17	58,419
7	Wisbeach to 1 mi. west of Forest Rd.....	10.53	1955	.....	8.00	111,397
2	Fairfield Diversion.....	1.60	1955	.....	1.00	9,503
18	Harrow to Amherstburg.....	13.30	1955	.....	12.00	101,000
21	Thamesville to Dresden.....	10.74	1954	6.74	4.00	2,994
401	Hwy. 2 to Rochester Town line....	7.69	1955	.....	7.69	198,899
401	Rochester Town line to Belle River Road.....	6.35	1955	.....	6.35	200,336
401	W. Belle River Rd. to road between Cons. 8 and 9, Maidstone Twp.....	6.91	1955	.....	4.91	168,591
TOTALS.....				6.74	55.02	1,022,968

Granular Base Laid Where No Grading Was Done

3	Howard Ave. to Windsor City Limits.....	5.25	1955	5.25	3,495
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Gravelling Contracts Not Including Granular Base

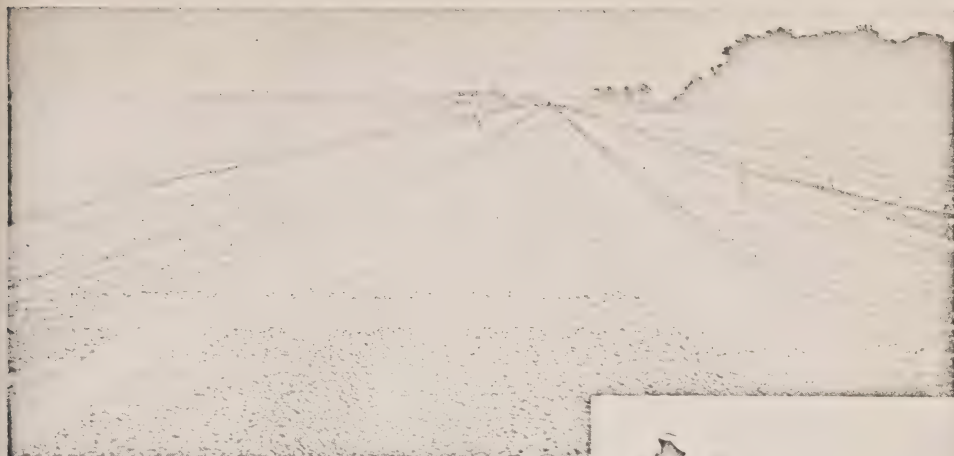
3	1½ mi. east of Eatonville to Blenheim.....	8.38	1954	8.38	7,493
21	Thamesville to Dresden.....	10.74	1954	.....	10.74	8,034
3	Howard Ave. - Windsor City Limits.....	5.25	1955	.....	5.25	4,722
3	Elgin County Line to Orford-Howard Twp. Line.....	6.50	1955	.....	.....	604
3	Orford-Howard Twp. Line to 1½ mi. east of Eatonville.....	5.17	1955	.....	5.17	17,845
7	Wisbeach - 1 mi. w. Forest Rd.....	10.53	1955	.....	8.00	16,991
2	Fairfield Diversion.....	1.60	1955	.....	1.00	4,002
18	Harrow to Amherstburg.....	13.30	1955	.....	.....	12,000
401	Rd. between Cons. 8 and 9, Maidstone Twp. to Hwy. 98.....	5.40	1955	.....	.....	180
TOTALS.....					38.54	71,871

Bridges Built

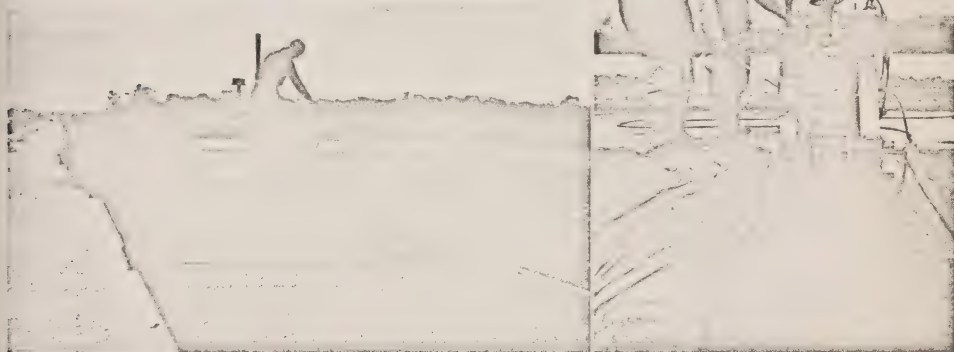
Hwy. No.		Type	Remarks
401	Hwy. No. 98 Overpass.....	Concrete Beams and Deck	All completed except Head Rail and paving on Deck
401	Walker Road Overpass.....	Concrete Beams and Deck	All completed except Head Rail and paving on Deck

Bituminous Pavement Built

Hwy. No.		Total Miles in Project	Year Com-menced	Miles Compl. Prev. Years	Miles Compl. This Year	Tons Placed This Year
3	1½ mi. east of Eatonville to Blenheim.....	8.38	1954	.....	8.38	9,022
21	Thamesville to Dresden.....	10.74	1954	7.00	10.74	7,695
401	Hwy. No. 2-Rochester Town Line	7.69	1955	.....	7.69	1,700
3	Elgin County Line to Orford-Howard Twp. Line.....	6.50	1955	.....	.....	655
3	Orford-Howard Twp. Line to 1½ mi. east of Eatonville.....	5.17	1955	.....	.....	12,822
7	Wisbeach to 1 mi. west of Forest Road.....	10.53	1955	.....	.....	16,038
2	Fairfield Diversion.....	1.60	1955	.....	.....	2,619
TOTALS.....				7.00	26.81	50,551



Forms in place ready for paving Highway No. 401,
Chatham District.



Sub-grader, roller, template.

Concrete saw operation.

Progress On No. 401 Near Windsor



Paving operations in full swing on contract at Windsor end of Trans-Provincial Highway project.



Close-up of paving operations, with workmen smoothing down surface.



Completed section of Highway No. 401, ready for modern traffic demands.

Concrete Pavements

Hwy. No.		Total Miles in Project	Year Com- menced	Miles Compl. This Year	Sq. Yds.
401	Hwy. No. 2 to Rochester Town Line.....	7.69	1955	7.69	204,500
401	Rochester Town Line to W. Belle River Rd.	6.35	1955	6.35	189,203
401	W. Belle River Rd. to Rd. between Cons. 8 and 9, Maidstone Twp.....	6.91	1955	4.91	119,382
401	Rd. between Cons. 8 and 9, Maidstone Twp. to Hwy. No. 98.....	5.40	1955	5.40	140,000
TOTALS.....				24.35	653,085

Bituminous Resurfacing Old Pavements

Hwy. No.		Miles Compl. This Year	Tons Placed This Year
7	Pulse Creek Bridge and Approaches.....		
21	Oil City to Reece's Corners.....	5.46	5,547
21	Thamesville to Dresden.....	3.74	10,030
3	Howard Avenue to Windsor City Limits.....	5.25	23,868
3	Cedar Springs to Port Alma.....	1.9	6,036
3	Maidstone to Oldeastle.....	1.9	
2	Tilbury to Chatham.....	1.8	
40	Wallaceburg to Sarnia.....	2.6	2,700
402	Sarnia to Pike Creek.....	0.1	
TOTALS.....		22.75	48,181

Bituminous Surface Treatment

Hwy. No.		Miles Com- pleted This Year	Gals. Bit. Used This Year	Tons Chips Used This Year
7	Parkhill to Junction of No. 7 and No. 22.....	16.7	.....	.....
21	Junction No. 21 and No. 82 to Grand Bend.....	10.0	.....	.....
82	Junction No. 21 and No. 82 to Junction No. 7 and No. 82	4.7	.....	.....
TOTALS.....		31.4	71,768	4,132

Crushed Gravel and Stone on Roads by Department Forces

Location	Tons Stock- piled	Tons on Road
Peelee Island — Scudder to West Dock.....	500

Totals of Other Work Done on District No. 1

Class of Work	Total No.	Tons	Miles
Right of way fences erected.....	.....		38.87
Calcium dust layer, gravel roads.....	.....	39	.....
Salt for de-icing roads (raw).....	.....	3,991-	.....
Salt in sand stockpiles.....	.....	140-	554 90
Sand for winter maintenance.....	.....	3,000-	.....
Snow fence erected, dismantled, stored.....	.....		40.
Snow hedges planted this year.....	.....		0.5
Roads snowplowed and kept open (King's Highways).....	.....		554.90
New buildings erected this year.....	5	.....	.....
Roadside picnic places maintained.....	100	.....	.....
Off-road parks maintained.....	8	.....	.....
Scale houses maintained.....	1	.....	.....
Zone painting — King's Highways.....	3,956 gals.	.....	548.
Traffic lights installed this year.....	1	.....	.....
Routine maintenance, King's Highways.....	.....		554.90
Bridges built.....	2	.....	.....

DISTRICT No. 2—LONDON

Construction

Grading of Highway No. 401 was completed during 1956 and eight structures were erected at interchanges and railway crossings.

Contracts for grading culverts and granular base were in general awarded too late in the year for the contractors to be able to complete much of the work.

Maintenance

Routine maintenance operations were carried out on all highways in the District, including an extensive program of winter maintenance.

Heavy rainstorms in March caused extensive damage to shoulders throughout the district.

A five-bay patrol garage at the Junction of Highway No. 74 and Highway No. 401 was started in the late fall and is near completion at this date. In addition two 200-ton storage sheds were erected in this district. The increased frequency of small storms during the winter resulted in an increase in the amount of rock salt and sand used, but less money was spent than in the previous year.

Grading and Culverts

Hwy. No.		Total Miles in Project	Year Com-menced	Miles Compl. Prev. Years	Miles Compl. This Year
401	1 mi. east of Hwy. No. 74, westerly.....	6.0	1953	5.9	0.1
401	Hwy. No. 19 westerly.....	6.8	1953	5.9	0.9
401	Hwy. No. 19 easterly.....	5.8	1953	5.5	0.3
401	Hwy. No. 2 westerly.....	6.3	1953	5.9	0.4
401	Hwy. No. 4 easterly.....	6.7	1953	5.6	1.1
19	Mt. Elgin to Ingersoll.....	6.9	1955	.....	0.5
3	Iona to Wallacetown.....	5.0	1955	.....	0.5
80	Glencoe to Walker's Corners.....	5.1	1955	.....	4.7
3	Delhi to Courtland.....	6.5	1955	.....	0.5
3	Eagle to Kent County Line.....	8.3	1955	.....	0.5
81	Aux Sable River south.....	1.5	1955	.....	0.1
TOTALS.....				28.8	9.8

Granular Base Laid on New Grading

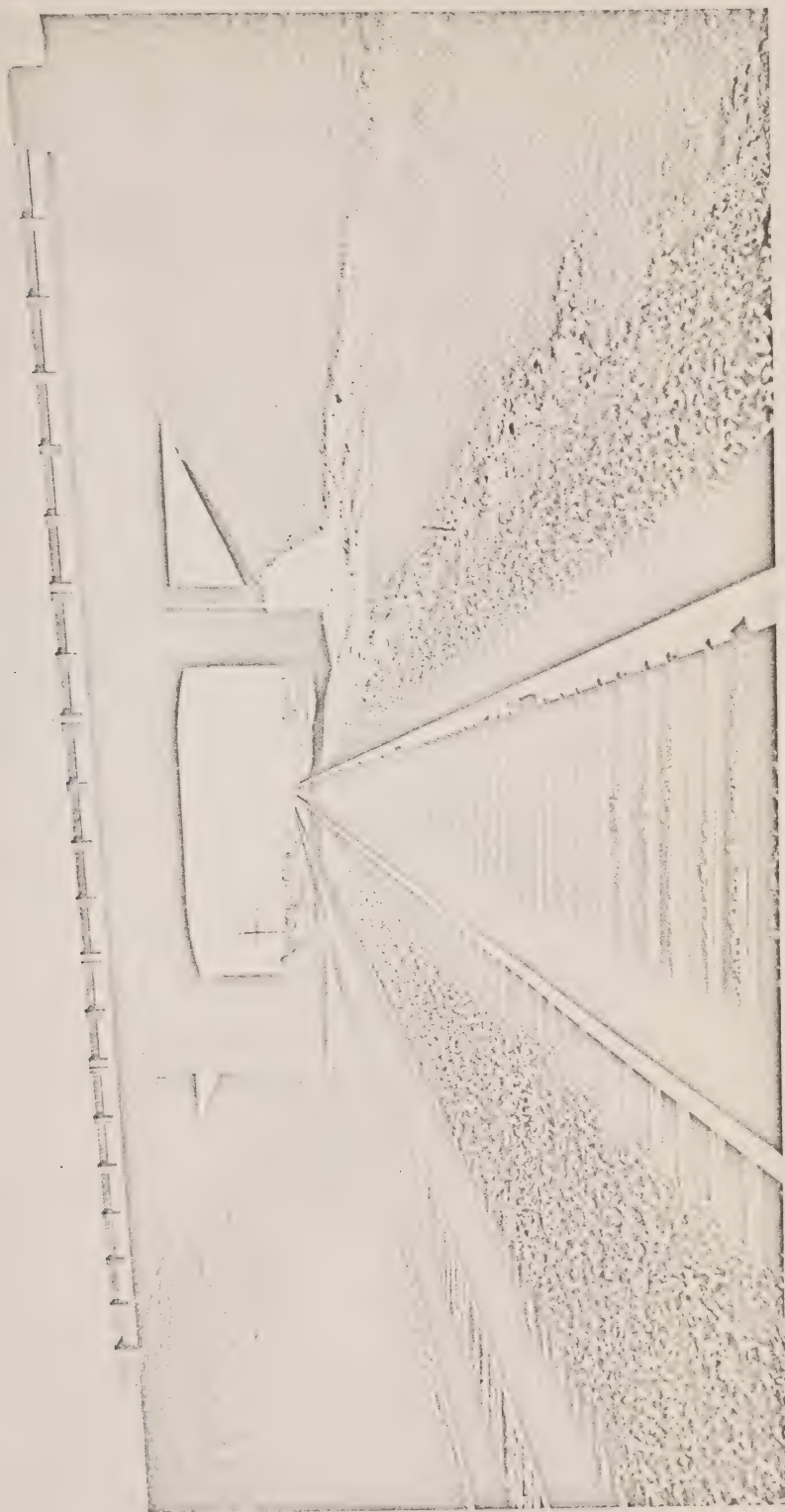
Hwy. No.		Total Miles in Project	Year Com-menced	Miles Compl. Prev. Years	Miles Compl. This Year	Tons Placed This Year
80	Glencoe to Walker's Corners.....	5.1	1955	.....	5.0	105,000

Granular Base Laid Where No Grading Was Done

3	Delhi east.....	6.4	1954	3.8	2.6	10,000
2	Woodstock to Eastwood.....	3.4	1955	.....	3.4	81,600
73	Lyons north.....	3.6	1955	.....	3.6	53,400
3	Tillsonburg east and west.....	3.0	1955	.....	.5	9,400
TOTALS.....				3.8	10.1	154,400

Gravelling Contracts Not Including Granular Base

80	Glencoe to Alvinston.....	11.0	.....	.....	11.0	10,000
81	Hwy. No. 22 to Hwy. No. 7.....	15.6	.....	.....	15.6	10,000
3 & 4	Stockpile: Lambeth, New Sarum	.....	.....	.....	.....	10,000
TOTALS.....				.....	26.6	30,000



Modern overpass on Highway No. 401, east of Woodstock, over double line of C.N.R.



Underpass and sodding on Highway No. 401, at Highway No. 19, London District.

Bridges Built

Hwy. No.		Type	Compl. This Year
401	Hwy. No. 2 Interchange.....	Reinf. Conc.	1
401	C.N.R. Overpass at Eastwood.....	" "	1
401	Hwy. No. 59 Interchange.....	" "	1
401	Hwy. No. 19 Interchange.....	" "	1
401	Dereham Dorchester Town Line.....	" "	1
401	C.P.R. and Putnam Interchange.....	" "	1
401	Dorchester Interchange.....	" "	1
401	Pond Mills Overpass.....	" "	1
TOTAL.....			8

Bituminous Pavement Built

Hwy. No.		Total Miles in Project	Year Com- menced	Miles Compl. This Year	Tons Placed This Year
73	Lyons north.....	3.6	1955	3.6	9,500
2	Woodstock to Eastwood.....	3.4	1955	3.4*	19,800
TOTALS.....				7.0	29,300

*Dual Road actually represents 6.8 miles of 20' pavement.

Bituminous Resurfacing Old Pavements

Hwy. No.		Miles Compl. This Year	Tons Placed This Year
3	Delhi east.....	2.6	11,000
59	Norwich south to M.C.R.....	7.0	23,500
TOTALS.....		9.6	34,500

Bituminous Surface Treatment

Hwy. No.		Miles Com- pleted This Year	Gals. Bit. Used This Year	Tons Chips Used This Year
24	Waterford to Simcoe.....	5.3	14,278	684.75
4	Elginfield to Exeter.....	16.2	44,128	2,004.50
	TOTALS.....	21.5	58,406	2,689.25

Bituminous Prime on Gravel Surfaces

Hwy. No.		Miles Com- pleted This Year	Gals. Bit. Used This Year	Tons Cover Used This Year
81	Hwy. No. 22 to Hwy. No. 7.....	15.6	44,517	720
80	Glencoe to Alvinston.....	11.0	31,405	670
	TOTALS.....	26.6	75,922	1,390

Crushed Gravel and Stone on Roads by Department Forces

Hwy. No.		Tons Stockpiled	Tons on Road
2	Kent Co. Line to 1 mi. east of Strathburn.....	.....	4,000
2	London to Woodstock.....	.....	2,000
53	Eastwood to Brantford.....	.....	150
4	Lambeth to Talbotville.....	.....	2,500
	TOTAL.....	.....	8,650

Totals of Other Work Done on District No. 2

Class of Work	Total No.	Tons	Miles
Right-of-way fences erected.....	.....	.....	5.2
Calcium dust layer on gravel roads.....	.....	210	483
Salt for de-icing roads (raw).....	.....	3,500	483
Salt in sand stockpiles.....	.....	9,800	
Sand for winter maintenance.....	.....	43,000	.....
Snow fences erected, dismantled, stored.....	.....	.....	50
Roads snowplowed and kept open (King's Highways).....	.....	.....	483
Shrubs received and planted.....	28,574	.....	.....
New buildings erected this year (salt sheds).....	2	.....	.....
Roadside picnic places maintained.....	129	.....	.....
Off-road parks maintained.....	4	.....	.....
Scale houses maintained.....	1	.....	.....
Seeding by department forces..... (sq. yds.)	106,480	.....	.....
Zone painting — King's Highways..... (gals.)	3,115	.....	480
Signs, erected and replaced.....	3,852	.....	.....
Routine maintenance, King's Highways.....	.....	.....	483
Bridges built.....	8	.....	.....



Hydro Seeder and Finn Mulching machine, Highway No. 401, London District.



New paving, Highway No. 59, south of Otterville, London District.



Completed paving, Highway No. 8, northwest of Seaforth, Stratford District.

DISTRICT No. 3—STRATFORD

Construction

During the fiscal year ending March 31, 1956, work was completed on five carry-over contracts and two new contracts. Eight new contracts were started, but not completed.

A new steel truss with concrete substructure was erected in the Village of St. Jacobs on Highway No. 85 replacing an old very narrow steel truss with plank decking, which relieved congestion approaching the business section.

Weather conditions being favourable throughout the construction season, no unusual difficulties were encountered.

Maintenance

A considerable area was seeded throughout the District this year. The method used for seeding has been improved by the use of a seeding machine working together with mulch machine. The benefits derived by this method have been mainly reduced cost, less hand labour, less time lost and more complete coverage.

A new type of grading equipment was made available during the summer. This machine was utilized to correct flooding conditions by widening and deepening existing ditches where necessary. It was also used to re-align a drain which helped to prevent bank erosion. This machine proved most economical to use for this type of work.

Just before the spring break-up, gravel was applied to all primed gravel

roads, so that during the break-up this gravel integrated with the road surface and provided a better driving surface during the actual break-up.

Grading and Culverts

Hwy. No.		Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. This Year
8	Seaforth to Clinton.....	7.7	1953	7.7	.....
83	Exeter to Farquhar.....	5.9	1954	5.9	.....
8	Clinton west.....	5.7	1954	5.4	0.3
8	Goderich east.....	5.1	1954	0.5	4.6
86	Wingham to Whitechurch.....	5.3	1954	5.3	.....
8	Mitchell 0.7 mi. west Dublin.....	4.8	1955	.....	4.8
8	0.7 mi. west Dublin to Seaforth.....	5.4	1955	.....	5.4
86	Dorking east.....	5.7	1955	.....	0.5
86	Molesworth west.....	6.5	1955	.....	0.5
83	Russelldale to Farquhar.....	5.3	1955	.....	5.3
Secondary Roads —					
7 & 8	New Hamburg to Diversion.....	6.3	1955	.....	0.5
TOTAL.....					21.9

Granular Base Laid on New Grading

Hwy. No.		Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. This Year	Tons Placed This Year
83 &	Russelldale west and	10.0	1955	.....	10.0	19,999.90
84	Hensall to St. Joseph.....	5.5	.....	.....	5.5	.....
8	Clinton to 5.4 miles west.....	5.4	1954	4.8	0.6	14,230
8	Goderich to 5.1 mi. east.....	5.1	1954	0.3	4.8	119,140
86	Whitechurch to Wingham.....	5.3	1954	5.2	0.1	4,420
85	St. Jacobs Bridge.....	.....	1955	.....	.....	1,550
8	Mitchell to 0.7 mi. west Dublin..	4.8	1955	.....	4.7	98,000
8	0.7 mi. west Dublin to Seaforth..	5.4	1955	.....	1.5	17,600
86	Lucknow to Wingham.....	11.5	1955	.....	11.5	15,130
86	Dorking to 5.7 mi. east.....	5.7	1955	.....	1.0	10,400
83	Russelldale to Farquhar.....	5.3	1955	.....	3.0	62,300
TOTALS.....					27.7	346,240

Gravelling Contracts Not Including Granular Base

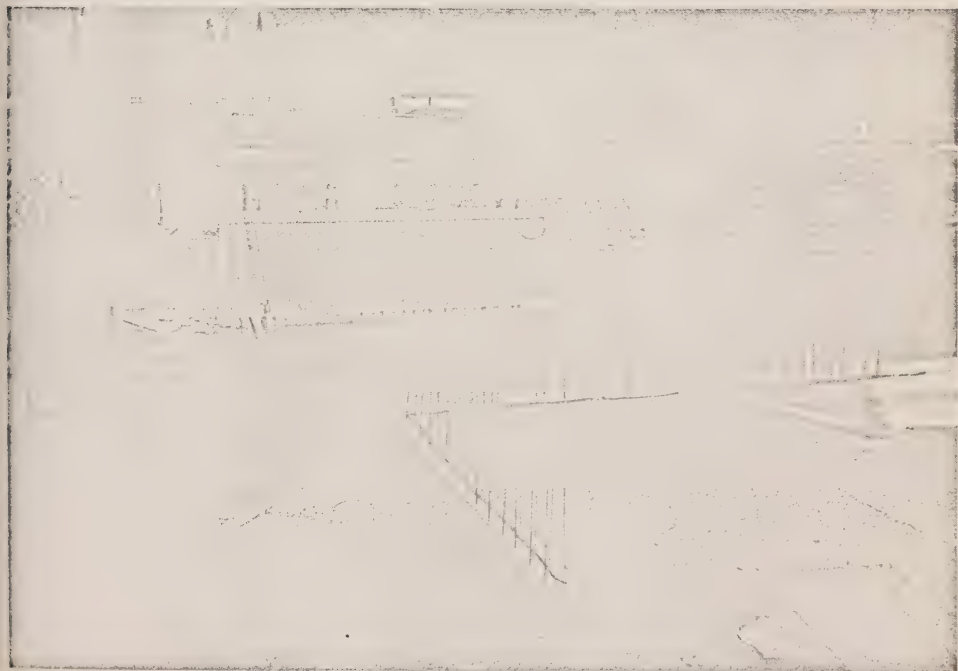
83 &	Russelldale west and Hensall to	10.0	1955	.....	10.0	19,999.90
84	St. Joseph.....	5.5	.....	.....	5.5	.....
86	Bluevale to Molesworth.....	10.0	1955	.....	10.0	9,992.93
97	Roseville west.....	10.0	1955	.....	10.0	9,999.94
86	Dorking to Highway No. 7.....	22.0	1955	.....	22.0	19,999.37
83	Exeter easterly.....	6.0	1955	.....	6.0	9,939.15
8	Seaforth to Clinton.....	7.7	1953	7.6	0.1	7,000
83	Russelldale to Farquhar.....	5.9	1954	5.5	0.4	8,400
8	Clinton to 5.4 mi. west.....	5.4	1954	.....	5.4	9,950
8	Goderich to 5.1 mi. east.....	5.1	1954	.....	5.1	9,990
86	Whitechurch to Wingham.....	5.3	1954	3.0	2.3	6,500
85	St. Jacobs Bridge.....	.....	1955	.....	.....	750
8	Mitchell to 0.7 mi. west Dublin..	4.8	1955	.....	4.6	12,500
8	Seaforth to Clinton.....	8.5	1955	.....	8.5	12,570
86	Lucknow to Wingham.....	11.5	1955	.....	11.5	15,490
7 & 8, 24 & 8,	Various Locations	.....	.....	.....	.....	.....
	Patching Contract.....	20.0	1955	.....	20.0	6,000
TOTALS.....					121.4	159,081.29

Bridges Built

Hwy. No.	Type	
85	St. Jacobs.....	Steel Truss with concrete substructure
86	Lucknow.....	Steel Beam with R.C. Deck
		Completed this year
		Completed this year



Old bridge over Conestoga River at St. Jacobs, as it appeared before being abandoned, to be replaced by a modern structure.



Concrete foundation shown in place for modern new bridge at same site, on Highway No. 85, Stratford District.

Bituminous Pavement Built

Hwy. No.		Total Miles in Project	Year Com- menced	Miles Compl. This Year	Tons Placed This Year
8	Seaforth to Clinton.....	8.5	1955	8.5	27,421.82
86	Lucknow to Wingham.....	11.5	1955	11.5	27,582.97
7 & 8,	24 & 8, Various locations Hot mix patching.....	3.0	1955	3.0	3,770.00
TOTALS.....				23.0	58,774.79

Bituminous Surface Treatment

Hwy. No.		Miles Com- pleted This Year	Gals. Bit. Used This Year	Tons Chips Used This Year
21	Port Albert to Amberley.....	11.0	26,857	1,344.80
86	Elmira westerly.....	3.0	7,551	386.00
TOTALS.....		14.0	34,408	1,730.80

Bituminous Prime on Gravel Surfaces

Hwy. No.		Miles Com- pleted This Year	Gals. Bit. Used This Year	Tons Sand Used This Year
83	Russelldale to Farquhar.....	5.5	18,150	285.60
84	Hensall to St. Joseph.....	10.0	31,750	595.00
86	Lucknow to Whitechurch.....	5.5	20,000	336.00
86	Bluevale to Molesworth.....	12.0	35,640	633.00
86	Dorking to Hwy. No. 7.....	25.0	83,703	1,451.40
97	Plattsville South to Roseville South.....	9.0	27,265	482.00
100	Thamesford to Hwy. No. 7.....	15.0	53,347	899.50
TOTALS.....		82.0	269,855	7,024.65



New paving on Highway No. 86, southeast of Whitechurch, Stratford District.

Crushed Gravel and Stone on Roads by Department Forces

Hwy. No.		Tons on Road
8	Mitchell to 0.7 mi. west of Dublin.....	353
8	0.7 mi. west of Dublin to Seaforth.....	683
83	Russelldale to Farquhar.....	2,005
83	Farquhar to Exeter.....	7,901
84	Hensall to St. Joseph.....	10,225
86	Dorking to Jct. Hwy. No. 7.....	18,250
86	Molesworth to Bluevale.....	4,870
97	Plattsville to Blackhorse.....	8,166
100	Thamesford to Jct. Hwy. No. 7.....	13,663
TOTAL.....		66,116

Totals of Other Work Done on District No. 3

Class of Work	Total No.	Tons	Miles
Right-of-way fences erected.....			15.57
Calcium dust layer on gravel roads.....		250	
Salt for de-icing roads (raw).....		6,862	
Salt in sand stockpiles.....		1,929	
Sand for winter maintenance.....		70,760	
Snow fence erected, dismantled and stored.....			161.4
Roads snowplowed and kept open (King's Highways).....			549
Shrubs received and planted.....	8,392		
Roadside picnic places maintained.....	157		
Seeding by Department forces..... (sq. yds.)	1,266,531		
Zone painting — King's Highways..... (gals.)	4,900		487.9
Signs erected and replaced.....	2,001		
Automatic signals, R.R. crossings this year.....	1		
Routine maintenance, King's Highways.....	549		
Bridges built.....	2		



Resurfacing on Highway No. 2, at Aldershot, Hamilton district.

DISTRICT No. 4—HAMILTON

Construction

The major portion of the 1955-56 Construction program was confined to re-surfacing with hot mix, particularly on the Queen Elizabeth Way, together with the awarding of seven contracts for the Burlington Skyway Bridge, scheduled for completion at the beginning of 1958.

In addition, four grading contracts with re-surfacing were awarded on other highways and one structure and interchange was completed.

No unusual difficulties were encountered during the progress of the work.

Maintenance

Routine maintenance was carried out on 598.5 miles of King's Highways in this district.

On Highways No. 97 and No. 54, twenty miles of "modified H.L.4" were laid. This surface is in somewhat the same price range of road mixed mulch, but has the advantage of being spreader laid rather than grader laid, thus providing a more regular driving surface. To date this surface is standing up well.

The major portion of our pavement patching program was handled under four hot mix patching contracts which were completed prior to the summer traffic. In addition to speed, this method provides a smooth riding, water-tight patch, qualities which are not always present in day labour operations.

Due to the severity of the past winter season we used 30% more sand and 25% more salt than that used during the previous winter.

Grading and Culverts

Hwy. No.		Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. This Year
5	Clappison's Crns. west.....	5.01	1954	5.01	.....
5	East and west Peter's Crns.....	4.67	1955	.....	4.67
5	Nelson's Crn. west.....	2.24	1955	.....	2.24
6	Hamilton to Ryckman's Crns.....	1.8	1955	.....	.....
6	Ryckman's Crns. to Mt. Hope.....	4.0	1955	.....	.....
58	Channelization — 4 locations.....	.....	1955	completed grading	
TOTALS.....				5.01	6.91

Granular Base Laid on New Grading

Hwy. No.		Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. This Year	Tons Placed This Year
5	Clappison's Corners west.....	5.01	1954	5.01	.....	.....
5	East and west Peter's Corners....	4.67	1955	.....	4.67	158,400
5	Nelson's Corners west.....	2.24	1955	.....	2.24	11,250
6	Hamilton to Ryckman's Cors.....	1.8	1955	.....	.....	5,500
6	Ryckman's Cors. to Mt. Hope.....	4.0	1955	.....	.....	26,650
58	Channelization — 4 locations.....	.....	1955	.....	compl.	4,250
TOTALS.....				5.01	6.91	206,950



Zone striping and tree planting, Highway No. 5, near Clappison's Corners.

Granular Base Laid Where No Grading Was Done

53	Hwy. No. 6 to Hwy. No. 2.....	6.8	1955	6.8	75,000
QEW	Lundy's Lane to Sodom Rd.....	8.0	1955	8.0	251,150
QEW	Sodom Road to Fort Erie.....	9.4	1955	9.4	270,200
TOTALS.....				24.2	596,350

Gravelling Contracts Not Including Granular Base

58	Channelization — 4 locations.....		1955	compl.	1,450
QEW	Lundy's Lane to Sodom Road.....	8.0	1955	8.0	725
5	Hwy. No. 6 to 5.11 mi. westerly.....	5.11	1955	5.11	12,000
2	Campbell's Cors. to Mausoleum Curve.....	2.6	1955	2.6	1,500
QEW	Henley Bridge to Lundy's Lane.....	8.54	1955	8.54	27,700
QEW	Winona Traffic Light to Beamsville Traffic Light.....	8.9	1955		44,700
20	Jct. Hwy. No. 57 to Fonthill.....	10.84	1955	10.84	8,500
20	.57 mi. east of Grimsby to 500' west Lincoln Co. Line.....	7.18	1955	7.18	3,000
QEW	Freeman Cloverleaf.....	3.0	1955	Base only	14,500
3	Dunnville to Jarvis.....	6.0	1955	6.0	1,650
6	Port Dover to Caledonia.....	9.5	1955	9.5	2,600
8, 8A	Vicinity of St. David's.....				
3, 3A	Vicinity of Welland.....	8.0	1955	8.0	4,000
7, 10	Vicinity of Acton.....	10.0	1955	10.0	2,750
54	Cainsville to 10 mi. south.....	10.0	1955	10.0	
97	Freelton to Galt.....	10.0	1955	10.0	
52	Hwy. No. 2 to Summit.....	12.5	1955	12.5	14,000
54	Onondaga to Cainsville.....				
TOTALS.....				120.17	139,075

Hwy. No.	Bridges Built	Type	
QEW	Lake St., St. Catharines.....	Rigid Frame	Completed this year
QEW	Burlington Beach.....	High Level	In progress

Bituminous Pavement Built

Hwy. No.		Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. This Year	Tons Placed This Year
QEW	Lundy's Lane to Sodom Rd.....	6.8	1955	.....	6.8	37,700
QEW	Sodom Road to Fort Erie.....	8.0	1955	.....	8.0	35,300
5	East and west Peter's Cors.....	4.67	1955	.....	3.0	7,400
5	Nelson's Corners west.....	2.24	1955	.....	2.24	2,250
TOTALS.....					20.04	82,650

Bituminous Cold Mix Surface (Road Mix Mulch)

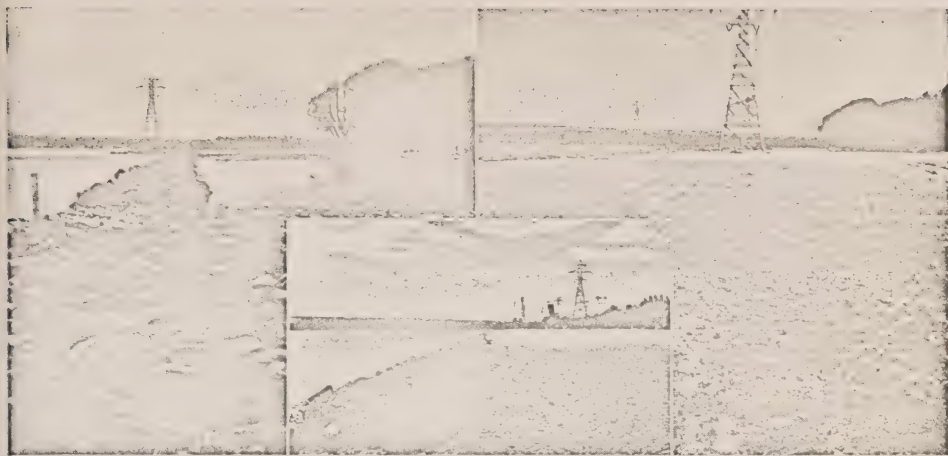
Hwy. No.		Miles Compl. This Year	Tons Placed This Year
52	Hwy. No. 97 northerly 2 mi.	2.0	3,320
52	Hwy. No. 2 to Summit.....	2.5	4,100
	Day labour patching over entire district by district forces.....		8,854
TOTALS.....		4.5	16,274

Bituminous Resurfacing Old Pavements

5	Hwy. No. 6 to 5.11 mi. westerly.....	5.11	14,500
2	Campbell's Corners to Mausoleum curve.....	2.6	14,900
QEW	Henley Bridge to Lundy's Lane (Hwy. No. 20).....	8.54	64,700
QEW	Winona Traffic Light to Beamsville Traffic Light.....	8.9	77,000
20	Jct. Hwy. No. 57 to Fonthill.....	10.84	25,750
20	0.57 mi. east of Grimsby to 500' west Lincoln Co. Line.....	7.18	10,650
QEW	Freeman Cloverleaf.....	3.0	24,700



Resurfacing at Grimsby Beach interchange, Queen Elizabeth Way.



Rock fill, April 26, 1955.

Same area, June 1, 1955.

Facing northeast,
July 4, 1955, same area.

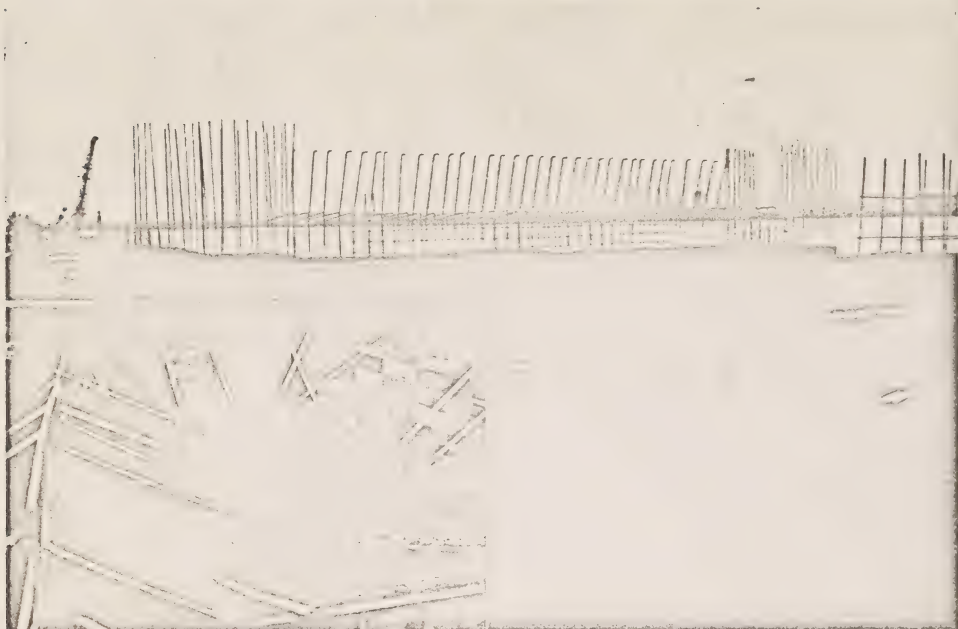
Burlington High-Level Bridge Will End Traffic Bottleneck

Early operations in getting the giant high-level Burlington Bridge underway presented many problems. These are some views of preliminary progress.



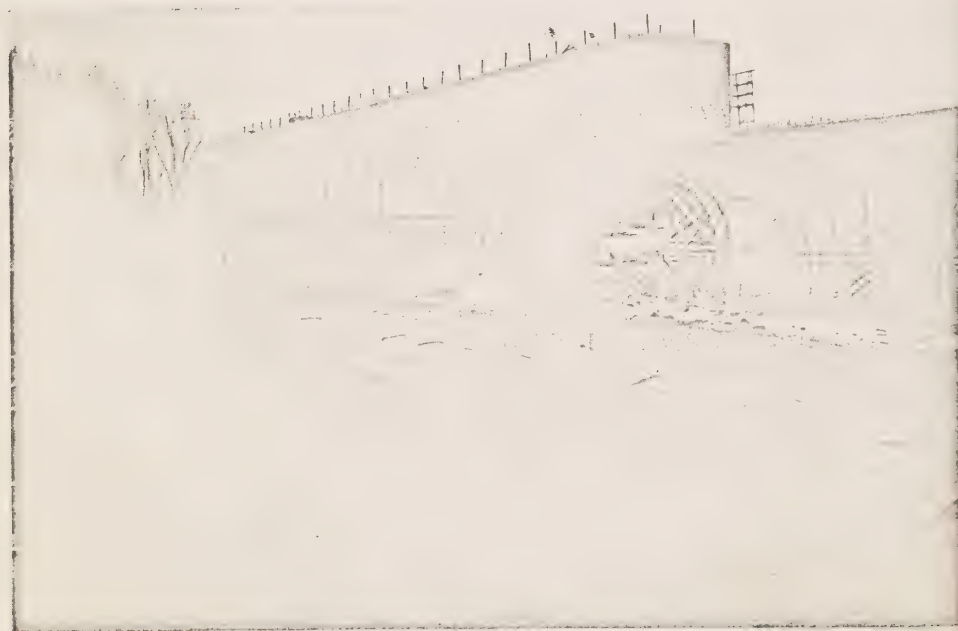
April 26, 1955. Early work on rock fill.

May 25, 1955. Same area, one month later.



Pilings pier on Skyway.

February 28, 1956. South abutment,
facing south.



Concrete pier in place February 27, 1956.

Hot Mix Patching Old Pavements

3	Dunnville to Jarvis	}	6.0	5,990
6	Port Dover to Caledonia			
8, 8A	Vicinity of St. Davids		9.5	9,275
3, 3A				
& 20	Vicinity of Welland		8.0	7,990
7, 10	Vicinity of Acton		10.0	9,997

Modified HL4

54	Cainsville to 10 mi. southerly	10.0	9,640
97	Freelton to Galt	10.0	12,300
TOTALS		99.67	287,392

Bituminous Surface Treatment

Hwy. No.		Miles Com- pleted This Year	Gals Bit. Used This Year	Tons Chips Used This Year
8	Dundas to 10 mi. westerly	10.0	19,850	1,306
52	Hwy. No. 8 to Hwy. No. 97	5.5	13,315	710
54	Caledonia to 6 mi. westerly	6.0	18,191	780
TOTALS		21.5	51,356	2,796

Crushed Gravel and Stone on Roads by Department Forces

Hwy. No.		Tons on Roads
QEW	Freeman Cloverleaf to Fort Erie	1,452.27
2	Oakville to Brantford	853.48
3	Fort Erie to Simcoe	3,265.60
3A	Becketts Br. to Welland	634.20
3C	Fort Erie to Ridgeway	139.55
5	Trafalgar to Brant County Line	1,198.04
6	Guelph to Port Dover	650.20
8	Galt to Niagara Falls	2,032.20
8A	St. David's to Queenston	79.35
20	QEW to Niagara Falls	817.67
24	Simcoe to Port Dover	195.50
25	Highway No. 5 to Highway No. 7	270.13
52	Highway No. 2 to Highway No. 99	460.25
53	Highway No. 20 to Highway No. 2	126.80
54	Cainsville to Cayuga	65.00
55	Hamilton to Highway No. 53	8.25
56	Elfrida to Highway No. 3	30.65
57	Bismark to Becketts Br.	219.85
58	Highway No. 20 to Highway No. 8	253.40
97	Highway No. 6 to Galt	214.05
99	Dundas to Highway No. 24	43.45
TOTALS ON 598.5 MILES		13,009.89

Totals of Other Work Done on District No. 4

Class of Work	Total No.	Tons	Miles
Right-of-way fences erected			27.30
Calcium dust layer on gravel roads		36.4	123.96
Calcium for de-icing roads		22	
Salt for de-icing roads (raw)		5,478	
Salt in sand stockpiles		2,077	
Sand for winter maintenance		74,571	
Snow fence erected, dismantled and stored			67.03
Roads snowplowed and kept open (King's Highways)			598.50

Shrubs received and planted.....	2,491	.....	.....
Roadside picnic places maintained.....	29	.....	.....
Off-road parks maintained.....	1	.....	.....
Scale houses maintained.....	6	.....	.....
Seeding by department forces.....(sq. yds.)	290,400	.....	.....
Zone painting — King's Highways.....(gals.)	7,935	.....	673
Signs erected and replaced.....	7,425	.....	.....
Traffic lights installed this year.....	2	.....	.....
Automatic signals, R.R. crossings, this year.....	1	.....	.....
Routine maintenance, King's Highways.....	.....	.....	598.50
Bridges built.....	1	.....	.....

DISTRICT No. 5—OWEN SOUND

Construction

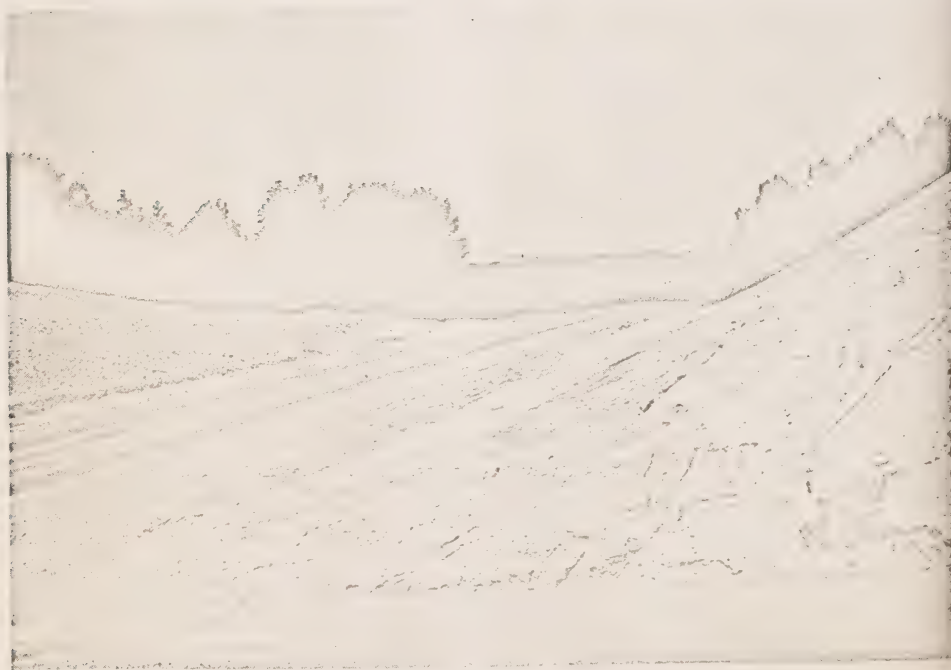
A culvert under High Fill on Highway No. 26, four miles east of Owen Sound, on Contract 55-54 which showed signs of failure, was lined with C.I.P. rather than replacing it with a new culvert. Results appear satisfactory.

On Contract 55-31, Highway No. 6, south of Tobermory, it was found impossible to compact granular borrow taken from sand dunes in the area and fills were made by placing the material approximately six inches above grade line using a bulldozer. To date very little settlement has occurred, as was anticipated.

Maintenance

Routine shoulder and cut slope stabilization was carried out including seeding and sodding.

Considerable funds were spent in improving parks, particularly at Craigleith.



Grading, two miles south of Port Elgin, on Highway No. 21.

Grading and Culverts

Hwy. No.		Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. This Year
6	Mount Forest southerly.....	5.5	1954	1.0	4.5
6	14 to 18.5 mi. south of Tobermory.....	4.5	1955	.....	4.2
21	Underwood to 2 mi. south of Port Elgin.....	6.54	1955	.....	6.54
21	2 mi. south of Port Elgin to Southampton.....	7.6	1955	.....	7.6
26	Owen Sound to Woodford.....	9.3	1955	.....	9.0
TOTALS.....				1.0	31.84

Granular Base Laid on New Grading

Hwy. No.		Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. This Year	Tons Placed This Year
6	Mount Forest southerly.....	5.5	1955	.....	5.5	169,864
6	14 to 18.5 mi. south of Tobermory.....	4.5	1955	.....	4.2	52,800
21	Underwood to 2 mi. south of Port Elgin.....	6.54	1955	.....	6.54	173,705
21	2 mi. south of Port Elgin to Southampton.....	7.6	1955	.....	7.6	57,035
26	Owen Sound to Woodford.....	9.3	1955	.....	9.0	235,100
TOTALS.....				32.84	688,504	

Granular Base Laid Where No Grading Was Done

21	Underwood to Southampton.....	13.92	1955	.....	5.0	11,286
10	Flesherton to Berkeley.....	11.0	1955	.....	11.0	52,386
4	Flesherton west.....	4.0	1955	.....	4.0	20,481
10	Dundalk to Flesherton.....	10.3	1955	.....	10.3	50,380
9	Arthur to Jct. Hwy. 9 and 104....	11.57	1955	.....	1.0	24,100
TOTALS.....				31.3	158,633	

Gravelling Contracts Not Including Granular Base

4	Flesherton west.....	4.0	1955	.....	4.0	6,719
6	Warton to Tobermory.....	33.0	1955	.....	33.0	44,812
6	Mount Forest south.....	5.5	1955	.....	5.5	15,018
10	Flesherton to Dundalk.....	10.3	1955	.....	10.3	36,430
21	Underwood to Southampton.....	13.9	1955	.....	13.9	36,593
26	Owen Sound to Woodford.....	9.3	1955	.....	9.3	21,000
24, 91	Singhampton to Stayner.....	11.0	1955	.....	11.0	10,001
24, 51	Erin to Orangeville.....	12.0	1955	.....	12.0	9,502
TOTALS.....				99.0	180,075	

Bituminous Pavement Built

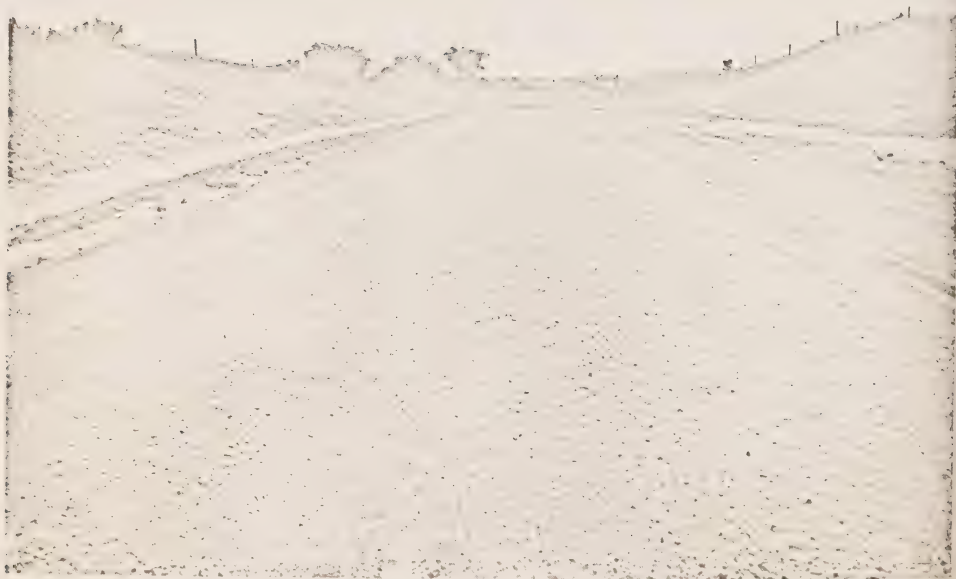
10	Flesherton to Berkeley.....	11.0	1955	.....	11.0	25,095
4	Flesherton west 4 mi.....	4.0	1955	.....	4.0	9,157
10	Dundalk to Flesherton.....	10.3	1955	.....	10.3	23,482
21	Underwood to Southampton.....	13.92	1955	.....	7.0	19,282
TOTALS.....				32.3	77,016	

Bituminous Cold Mix Surface (Road Mix Mulch)

Hwy. No.				Miles Compl. This Year	Tons Placed This Year
6	From 12.5 miles to 15 miles south of Tobermory.....			2.5	4,000



Grading with Wobbly Roller on Highway No. 6, east of Mount Forest.



Grading on Highway No. 21, five miles north of Underwood.



Roadside Park sign, Highway No. 24, ten miles south of Collingwood.

Bituminous Resurfacing Old Pavements

6	Fergus to Chatsworth.....	6.4	6,000
6	Hepworth Village.....	0.2	150
TOTALS.....		6.6	6,150

Bituminous Surface Treatment

Hwy. No.		Miles Com- pleted This Year	Gals. Bit. Used This Year	Tons Chips Used This Year
6	From 7 mi. to 12 mi. south of Tobermory.....	5.0	8,000	550

Bituminous Prime on Gravel Surfaces

Hwy. No.		Miles Com- pleted This Year	Gals. Bit. Used This Year	Tons Cover Used This Year
4	Durham to Flesherton.....	8.0	14,923	518
6	Warton to 12 mi. south of Tobermory.....	39.0	101,348	3,058
21	Southampton Cut-off.....	3.0	6,092	246
24	Erin to Orangeville.....	12.0	36,822	1,417
51	Hwy. No. 24 to Caledon.....	2.5	6,500	210
89	Primrose easterly.....	6.0	18,171	629
91	Stayner to Duntroon.....	5.0	14,227	348
TOTALS.....		75.5	198,083	6,426

Crushed Gravel and Stone on Roads by Department Forces

Hwy. No.		Tons on Road
6	Warton to 14 miles south of Tobermory.....	44,812
24	Orangeville to Erin.....	9,500
91	Duntroon Stayner.....	5,000
TOTALS.....		59,312

Totals of Other Work Done on District No. 5

Class of Work	Total No.	Tons	Miles
Right-of-way fence erected.....	.....	.....	45.44
Calcium dust layer on gravel roads.....	.....	260	75
Salt for de-icing roads (raw).....	.....	13,055	.....
Salt in sand stockpiles.....	.....	405	.....
Sand for winter maintenance.....	.....	31,079	.....
Snow fence erected, dismantled and stored.....	.....	.....	166
Snow hedges planted this year.....	.....	.....	1
Roads snowplowed and kept open (King's Highways).....	.....	.....	489.02
Shrubs received and planted.....	30,000	.....	.....
New buildings erected this year.....	5	.....	.....
Roadside picnic places maintained.....	96	.....	.....
Off-road parks maintained.....	2	.....	.....
Scale houses maintained.....	2	.....	.....
Seeding by department forces..... (sq. yds.)	48,400	.....	.....
Zone painting — King's Highways..... (gals.)	3,640	.....	414
Signs erected and replaced.....	4,736	.....	.....
Routine maintenance, King's Highways.....	.....	.....	489.02

DISTRICT No. 6—TORONTO

Construction

Following the pattern of the past two years, construction work was concentrated on the Toronto By-Pass which included the conversion of Highway No. 27 northerly from the Queen Elizabeth Way into a dual lane highway to connect with Highway No. 401 across the north end of the city.

Several structures that were damaged by Hurricane Hazel the previous year were repaired or replaced. There was also 16,000 square yards of sodding replaced which was lost in the same storm.

Maintenance

Increased traffic at several road intersections made necessary the installation of traffic lights.

Routine maintenance was carried out by all patrols on District No. 6, and in addition winter sanding and salting operations were undertaken over the entire District. Considerable hot mix bituminous resurfacing was undertaken.

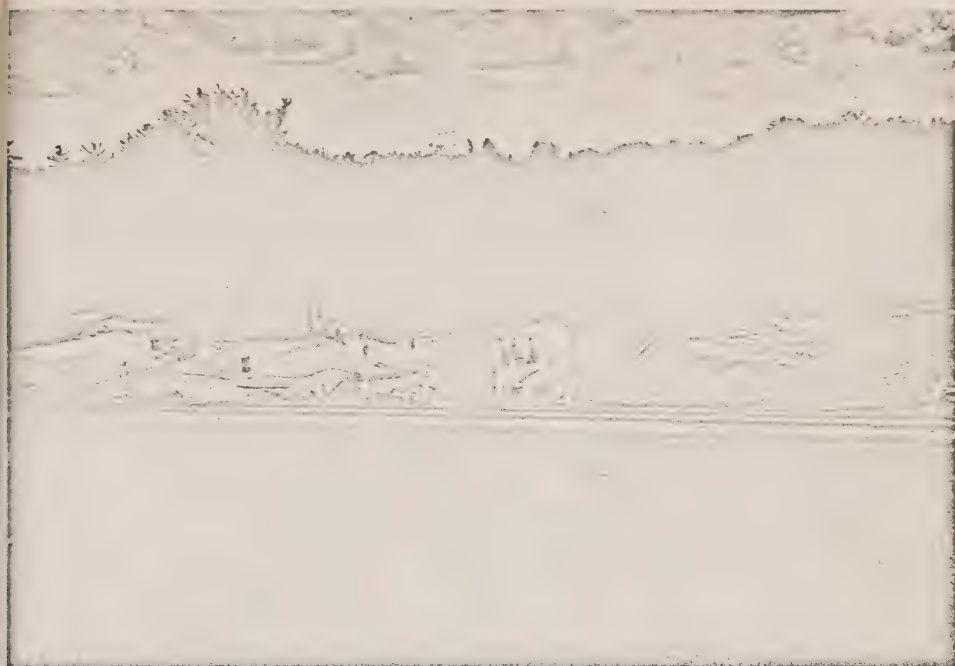
On Highway No. 12, a stretch of 12 miles between Atherly and Brechin was resurfaced with a 1½-inch course of H.L.3 for a width of 22 feet.

Again on Highway No. 12, 12.5 miles between Beaverton and Highway No. 7 was also resurfaced with a base course of H.L.8, and a top course of H.L.3 over a width of 20 feet.

On Highway No. 26, 8.5 miles of resurfacing between Barrie and Minesing was started, the base course of H.L.8 was completed and a start made on the H.L.3 top course.

On Highway No. 27, 10.0 miles of resurfacing between Elmvale and Weybridge was commenced. The base course of H.L.8 was completed and approximately 25% of the top course laid.

On Highway No. 27, between Midhurst and Elmvale, 12 miles of resurfacing was started and the base course of H.L.8 was completed to a width of 20 feet.



Early construction operations on Washago By-Pass bridge over C.N.R.



Bridge over C.N.R., Washago By-Pass, Highway No. 11.

From Sutton to Port Bolster, on Highway No. 48, a distance of 8.65 miles of resurfacing was commenced and one 1½-inch lift of H.L.4 was laid on the entire length for a width of 20 feet.

Resurfacing was also carried out on Highway No. 400 for a distance of 2.4 miles between Anne Street and Crown Hill on the Barrie By-Pass and also for 1,000 feet at the Holland Marsh.

Considerable hot mix patching was carried out at various locations on Highways No. 2, 7, 10, 11, 48 and 92. Cold mix patching was also done at various isolated places.

Crushed gravel surfaces were placed on Highway No. 103 between Waubauskene and Port Severn. On Highway No. 48 between No. 401 and No. 7, and also from Baldwin to Ballantrae. Highway No. 93 between Crown Hill and Waverly was also gravelled.

Surface treatment was applied on 20.3 miles at the following locations:

- Highway No. 12 Prices Corners to Coldwater
- Highway No. 47 Stouffville to Ringwood
- Highway No. 48 Markham to Ringwood
- Highway No. 103 Waubauskene to 2 miles north

Prime dust layer was carried out on 55.33 miles as follows:

- Highway No. 48, No. 401 to Markham
- Highway No. 48 Ballantrae to Baldwin
- Highway No. 93 Crown Hill to Waverly
- Highway No. 103 Waubauskene to Port Severn
- Secondary Road, Port Severn to Honey Harbour

Some 300 tons of calcium chloride was applied to various roads in the District, particularly No. 48.

A total of 41.15 miles of fencing was erected on various highways throughout the District.

Two culvert repairing contracts were awarded, one south of Highway No. 88 and the other north of Highway No. 88. The south contract was completed and a start made on those north of Highway No. 88.

A storage yard for Bailey bridges was constructed at Downsview and 1,250 tons of granular material applied to the surface.

Traffic Lights were installed at many new locations, including the following:

- Hwy. No. 2 at Clarkson
- Hwy. No. 5 at Dixie
- Hwy. No. 7 at Highway No. 50
- Hwy. No. 11 at Langstaff
- Hwy. No. 11 at Steele's Corners
- Hwy. No. 11 at Orillia By-Pass
- Hwy. No. 27 at Q.E.W.
- Hwy. No. 48 at Highway No. 7
- Hwy. No. 401 at Avenue Road
- Hwy. No. 11 at Gormley
- Hwy. No. 11 at Langstaff Public School
- Hwy. No. 11 at Thornhill Public School

Grading and Culverts

Hwy. No.		Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. This Year
400	Service Road to King Twp.....	9.10	1953	8.85	.25
401	Yonge Street to Bayview.....	3.80	1954	1.30	2.50
12	Brooklin to Manchester.....	10.99	1955	.....	4.10
6/27	Channelization.....	.....	1955	.....	.41
27	Kleinburg to Bells Lake.....	3.40	1955	.....	1.70
27	Q.E.W. to No. 5.....	1.60	1955	.....	1.07
27	Richview to Rexdale.....	3.12	1955	.....	3.12
88	Bradford to Bondhead.....	5.41	1955	.....	1.63
93	Waverly south.....	6.04	1955	.....	5.34
93	Craighurst north.....	4.30	1955	.....	.60
QEW	Oakville Interchange.....	.....	1955	.....	3.15
QEW	Service Rds. to Upper Middle Road.....	.....	1955	.....	1.63
401	Don Mills to Bayview.....	2.40	1955	.....	2.00
TOTAL.....					27.50

Granular Base Laid on New Grading

Hwy. No.		Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. This Year	Tons Placed This Year
11	Q.E.W. to No. 5.....	1.6	1954	4.64	1.28	125,505
400	King Twp. Road.....	9.10	1954	9.03	.07	5,463
401	Yonge to Bayview.....	3.80	1954	1.40	2.40	10,000
11	Crown Hill to Orillia.....	11.9	1954	3.73	1.70	23,280
11	Orillia By-Pass.....	7.30	1954	.....	.19	4,493
401	Weston Rd. to Dixon Rd.....	2.90	1954	2.90	1.37	72,568
401	Jane Street C/L.....	.60	1955	.....	.60	15,959
11	Washago By-Pass.....	5.40	1955	.....	1.32	21,651
122	C.N.R. Overhead.....	.84	1955	.....	.84	84,342
11	Mausoleum Steels.....	3.00	1955	.....	3.00	13,651
11	Thornhill.....	.....	1955	.....	.13	13,292
27	Bells Lake.....	3.40	1955	.....	1.14	41,753
12	Brooklin to Manchester.....	10.99	1955	.....	4.10	88,114
88	Bradford to Bondhead.....	5.41	1955	.....	1.83	70,354
26/27	Channelization.....	.....	1955	.....	.41	9,444
93	Waverly south.....	6.04	1955	.....	5.34	71,660
93	Craighurst north.....	4.30	1955	.....	.60	9,217
QEW	Oakville.....	.....	1955	.....	1.60	89,600
401	Bayview to Don Mills.....	2.40	1955	.....	1.74	76,201
401	Don Mills to Kennedy.....	2.68	1955	.....	2.47	123,900
401	Kennedy to Neilsons.....	3.30	1955	.....	3.30	136,025
401	Neilsons to No. 2.....	3.40	1955	.....	3.40	129,300
27	Q.E.W. to No. 5.....	1.60	1955	.....	1.07	28,414
27	Richview to Rexdale.....	3.12	1955	.....	3.12	60,800
TOTALS.....					43.02	1,324,986

Additional Granular Base—On Isolated Locations

Hwy. No.	Location	Tonnage	Structure Approaches
11	C.N.R. Overhead — Washago.....	2,562	.....
401	Scarboro Overhead.....	13,533	.....
401	Dawes Road.....	12,524	.....
400	Elizabeth Street.....	600	.....
401	Kennedy Road.....	15,890	.....
401	Leslie Street.....	2,100	.....
12	Vroomans Creek.....	248	.....
401	Littles Road.....	13,396	.....
401	Don Mills Road.....	4,350	.....
401	Humber River.....	6,175	.....
400	Sheppard Avenue.....	16,455	.....



Humber River bridge on Highway No. 401, Toronto By-Pass.

QEW	Lower Middle Road.....	9,494	Str. and Detour only
122	Oakville	9,923	" " "
QEW	Upper Middle Road.....	8,289	" " "
400	Willow Creek.....	3,509	Structure Approaches
401	Warden Avenue.....	3,344	" "
401	Don River.....	3,560	" "
401	C.P.R. Scarboro.....	22,211	" "
401	No. 401 and No. 2A.....	22,718	" "
401	McCowans Road.....	380	" "
	D.H.O. Downsview.....	22,163	Parking Lots, etc.
QEW	Q.E.W. Standing Lanes.....	2,654	
	TOTAL.....	196,078	
	GRAND TOTAL.....	1,521,064	

Granular Base Laid Where No Grading Was Done

Hwy. No.		Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. This Year	Tons Placed This Year
11	Washago By-Pass.....	5.46	1954	1.45	4.01	21,651
12	Atherly to Brechin.....	12.0	1955	.....	.41	9,137
12	Elmvale to Weybridge.....	10.0	1955	.....	1.42	11,049
27	Beaverton to No. 7.....	12.5	1955	.....	.95	11,715
	TOTALS.....				6.79	53,552

Gravelling Contracts Not Including Granular Base

48	Baldwin to Ballantrae.....	16.00	1955	.....	16.00	15,009.4
93	Crown Hill to Waverly.....	17.54	1955	.....	17.54	15,010.3
	TOTALS.....				33.54	30,019.7

Bridges Built

Hwy.	Location	Type	Remarks
401	Scarboro Overhead.....	Rigid Frame	All completed this year
401	Dawes Road.....	" "	
401	Birchmount.....	" "	
401	Kennedy Road.....	" "	
401	Leslie Street.....	Beam	
12	Vroomans Creek.....	Rigid Frame	
401	Littles Road.....	" "	
122	C.N.R. Overhead.....	Beam	
401	Don Mills.....	Rigid Frame	
401	Conlin's Road.....	" "	
401	Humber.....	Beam	
400	Sheppard Avenue.....	Rigid Frame	
QEW	Lower Middle Road.....	" "	
122	Oakville.....	" "	
QEW	Upper Middle Road.....	Barrel Arch	
400	Willow Creek.....	Beam	
401	Warden Avenue.....	Rigid Frame	

Bituminous Pavement Built

Hwy. No.		Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. This Year	Tons Placed This Year
401	Yonge to Bayview.....	3.80	1954	1.30	2.50	15,061
401	Weston Rd. to Dixon Rd.....	2.90	1954	2.50	3.30	20,293
401	Dixon Rd. to Richview.....	1.90	1954	2.00	1.80	9,900
11	Crown Hill to Orillia.....	11.90	1954	11.90*	11.90**	19,892
	Orillia By-Pass.....	7.30	1954	7.30*	7.30**	10,569
69	Brechin to Washago.....	15.56	1954	15.56*	15.56**	16,978
11	Washago By-Pass.....	5.40	1954	1.9	3.50	20,762
12	Brooklin to Manchester.....	10.99	1955	.....	4.10	6,575
26, 27	Channelization.....	.....	1955	.....	.41	1,203
27	Q.E.W. to No. 5.....	1.40	1955	.....	1.40	21,012

TOTALS.....

51.77 142,245

*Base **Top

Concrete Base Asphalt Top

11	Mausoleum to Steele's.....	3.00	1955	3.00	25,303
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Bituminous Resurfacing Old Pavements

Hwy. No.		Miles Compl. This Year	Tons Placed This Year
12	Beaverton to Highway No. 7.....	12.50	18,628
12	Brechin to Atherly.....	12.00	21,751
26	Barrie to Minising.....	5.70	13,881
27	Elmvale to Weybridge.....	6.20	14,781
27	Midhurst to Elmvale.....	6.12	15,992
48	Sutton to Port Bolster.....	4.75	8,856
400	Anne Street to Crown Hill.....	2.40	4,802
2, 7	Hot mix patching.....	.....	4,493
7, 10	" " ".....	.....	2,179
11, 90	" " ".....	.....	3,488
48	" " ".....	.....	5,245

TOTALS.....

49.67 114,096



Completed Overpass, Highway No. 401, over C.N.R. east of Kennedy Road, Toronto.



Overpass construction, Highway No. 401, Toronto By-Pass over East Don River.

Bituminous Surface Treatment

Hwy. No.		Miles Com- pleted	Gals. Bit. Used	Tons Chips Used
		This Year	This Year	This Year
12	Price's Corners to Coldwater.....	10.5	22,621	1,190.30
47	Stouffville to Ringwood.....	1.5	3,164	160.10
48	Markham to Ringwood.....	6.3	13,508	710.20
103	2 mi. north of Waubashene.....	2.0	4,232	220.00
TOTALS.....		20.30	43,525	2,280.60

Bituminous Prime on Gravel Surfaces

Hwy. No.		Miles Compl. This Year	Gals. Bit. Used This Year	Tons Used This Year
48	Baldwin to Ballantrae.....	16.00	72,245	2,077
48	No. 401 to Markham.....	6.20	24,080	690
93	Crown Hill to Waverly.....	17.54	63,255	1,335
103	Waubashene to Pt. Severn.....	4.59	21,285	375
Secondary Roads —				
	Pt. Severn to Honey Harbour.....	9.00	38,311	675
TOTALS.....		53.33	219,176	5,132

Totals of Other Work Done on District No. 6

	Total No.	Tons	Miles
Right-of-way fences erected.....	.....	.....	41.15
Calcium dust layer, gravel roads.....	.....	300	38.13
Salt for de-icing roads (raw).....	.....	11,477.41	.....
Salt for sand stockpiles.....	.....	6,233.64	.....
Sand for winter maintenance.....	.....	124,672	.....
Snow fence erected, dismantled, stored.....	.....	.....	149.16
Roads snowplowed and kept open (King's Hwys.).....	.....	.....	691.82
Roads snowplowed and kept open (Sec. Rds.).....	.....	.....	9.00
Shrubs received and planted.....	30,215	.....	.....
Roadside picnic places maintained.....	169	.....	.....
Scale houses maintained.....	2	.....	.....
Zone painting — King's Highways..... (Gals.)	10,857	.....	945
Signs, erected and replaced.....	7,109	.....	.....
Traffic lights installed this year.....	12	.....	.....
Routine maintenance, King's Highways.....	.....	.....	691.82
Routine maintenance, secondary roads.....	.....	.....	9.00
Bridges built.....	17	.....	.....

DISTRICT No. 7—PORT HOPE

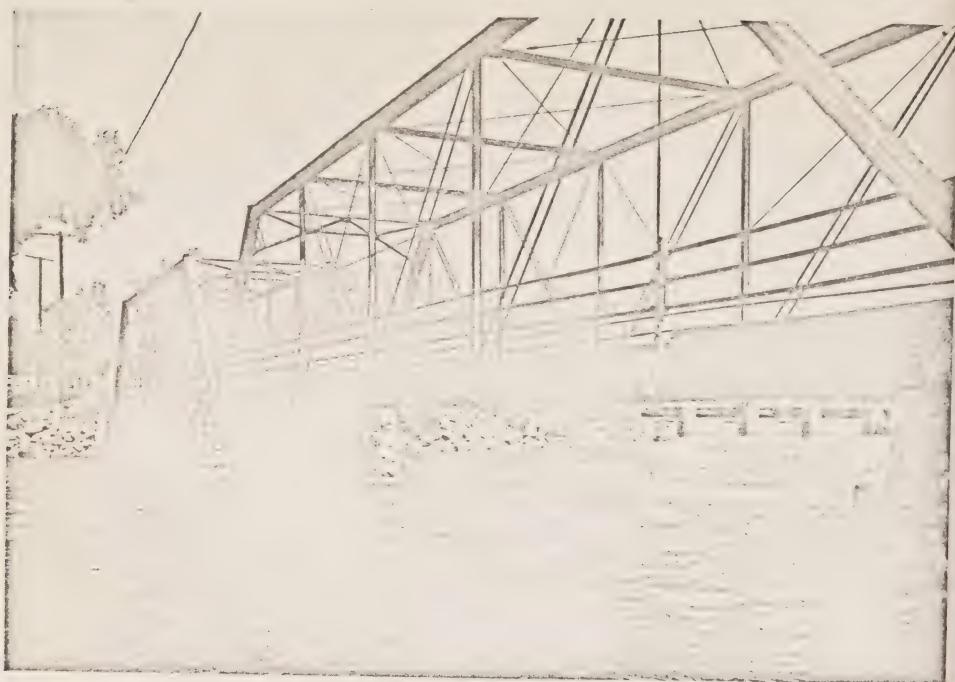
Construction

Some changes were made and footing set-backs were installed on the new Bridge over the C.P.R. at Newcastle to counteract horizontal thrusts of high back fills.

Maintenance

Routine maintenance was carried out on all highways and secondary roads within the District during the fiscal year 1955-56.

Extensive seeding was done on all grading contracts completed this year. The spray type seeder and mulch spreaders acquired this year gave very good results. The use of an auger attachment on a chain-saw speeded up the replacement of highway signs.



Old bridge at Young's Point, Highway No. 28, July, 1953.



New bridge at Young's Point, Highway No. 28, June, 1955.

The erection of two salt storage buildings enabled storing bulk salt on two more patrols thus eliminating the handling of a substantial quantity of bagged salt.

Grading and Culverts

Hwy. No.		Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. This Year
115	Newcastle to Orono.....	5.80	1953	3.82	1.98
35	6-7 mi. north of Lindsay.....	1.20	1954	.....	1.20
35	Lindsay south for 7 mi.....	7.00	1955	.....	2.00
46	Eldon Station to Kirkfield.....	6.34	1955	.....	6.34
401	C.N.R. west of Trent River.....	1.50	1955	.....	.....
45	Roseneath northerly.....	7.30	1956	.....	.....
35	Jct. 35 and 7A.....	5.44	1956	.....	.....
115	Newcastle to Jct. 2 and 115.....	5.50	1955	.....	.50
28	Young's Point, Twps. Douro and Smith Dunsford.....	.80	1953	.79	.01
36	Lindsay to Dunsford.....	8.14	1955	.....	4.00
Secondary Roads —					
500	Bobcaygeon to Jct. 121.....	1.0	1955	.....	1.00
503	Kirkfield to Kinmount.....	3.50	1955	.....	3.50
TOTAL.....					20.53

Granular Base Laid on New Grading

Hwy. No.		Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. This Year	Tons Placed This Year
115	Newcastle to Orono.....	5.80	1953	3.82	1.98	47,700
35	6-7 mi. north of Lindsay.....	1.20	1954	.....	1.20	25,100
35	Lindsay to 7 mi. south.....	7.00	1955	.....	2.0	112,900
46	Eldon Station to Kirkfield.....	6.34	1955	.....	6.34	36,550
28	Young's Point, Twps. of Douro and Smith.....	.8	1953	.79	.01	1,500
401	Bowmanville Interchange (Duke).....	.5	1955	.....	.4	4,550
401	C.N.R. west of Trent River.....	1.50	1955	.....	.....	5,800
45	Roseneath northerly.....	7.30	1956	.....	.....	.....
35	Jct. 35 and 7A northerly.....	5.44	1956	.....	.....	.....
115	Newcastle Jct. 2 and 115.....	3.50	1955	.....	.5	29,000
115	Newcastle to 1 mi. west.....	.08	1954	.....	.08	20,500
115, 35	Newcastle to Enterprise Hill.....	11.8	1955	.....	11.8	4,980
36	Lindsay to Dunsford.....	8.14	1955	.....	8.14	98,700
TOTALS.....					32.45	387,280

Gravelling Contracts Not Including Granular Base

46	Eldon Stn. Sideroad to Kirkfield.....	6.34	1955	.....	6.34	22,470
2	Oshawa to Trenton.....	71.3	1955	.....	71.3	25,000
28	Young's Point, Twps. Douro and Smith.....	.8	1953	.79	.01	.....
7	Lindsay to Hillhead.....	5.0	1955	.....	5.0	6,200
35	6-7 mi. north of Lindsay.....	1.1	1955	.....	1.1	2,300
115, 35	Newcastle to Orono.....	5.8	1953	3.82	1.98	9,200
35	Lindsay south.....	7.0	1955	.....	2.0	24,500
28	Peterboro to Lakefield.....	6.0	1955	.....	6.0	5,480
28	Young's Point, Twps. Douro and Smith.....	.8	1955	.....	.8	990
115, 35	Newcastle to Enterprise Hill.....	11.8	1955	.....	11.8	22,130
36	Lindsay to Dunsford.....	8.14	1955	.....	4.0	10,280
33	Trenton to Consecon.....	7.6	1955	.....	4.0	7,440
36	Nogies Creek to Burleigh Falls.....	20.34	1955	.....	.....	18,000
2	Cobourg to Colborne.....	4.5	1955	.....	4.5	2,500
Secondary Road —						
500	Bobcaygeon to Jct. 121.....	10.0	1955	.....	.....	12,000
TOTALS.....					118.83	168,490



Grading and arch culvert over Wilmot Creek, Highway No. 115.

Granular Base Laid Where No Grading Was Done

7A			1955	1.0	4,000
Hwy. No.	Location	Bridges Built	Type	Remarks	
28	Young's Point, Twps. Douro and Smith....	High Level Steel Truss		Both finished this year	
115	Newcastle at C.P.R.....	Overhead Reinforced Concrete			

Bituminous Pavement Built

Hwy. No.		Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. This Year	Tons Placed This Year
35, 115	Newcastle to Orono.....	11.8	1955	.....	11.8	32,040
401	Bowmanville Inter. (Duke St.)....	.....	1955	.....	.....	.....
115	Newcastle Jct. 115 and 2.....	3.50	1955	.....	.5	4,600
28	Young's Point Twps. Douro and Smith.....	.8	1955	.....	.8	3,190
35	Lindsay southerly.....	3.5	1955	.....	3.5	4,650
28	Young's Point, Twps. Douro and Smith.....	.8	1953	.....	Bridge	195
TOTALS.....					16.6	44,675

Bituminous Cold Mix Surface (Road Mix Mulch)

		Miles	Tons
Hwy.		Compl.	Placed
No.		This	This
		Year	Year
500	Bobcaygeon to Jct. Hwy. 121.....	1.2	1,980
35	Lindsay to Fencelon Falls.....	1.2	1,980
TOTALS.....		2.4	3,960

Bituminous Resurfacing Old Pavements

28	Peterboro to Lakefield.....	6.0	15,990
7	Lindsay to Hillhead.....	5.0	12,340
36	Lindsay to Dunsford.....	4.0	10,000
33	Trenton to Consecon.....	4.0	14,000
2	Cobourg to Colborne.....	4.5	5,500
TOTALS.....		23.5	57,830

Bituminous Surface Treatment

Hwy. No.		Miles Com- pleted This Year	Gals. Bit. Used This Year	Tons Chips Used This Year
45	Fenella to Roseneath.....	3.0	7,534	382
46	Kirkfield to Highway 35.....	13.0	32,641	1,648
121	Kinmount to Fell Station.....	19.0	47,859	2,420
Secondary Road —				
500	Bobcaygeon to Jct. 121.....	2.5	6,382	316
TOTALS.....		37.5	94,416	4,766

Bituminous Prime on Gravel Surfaces

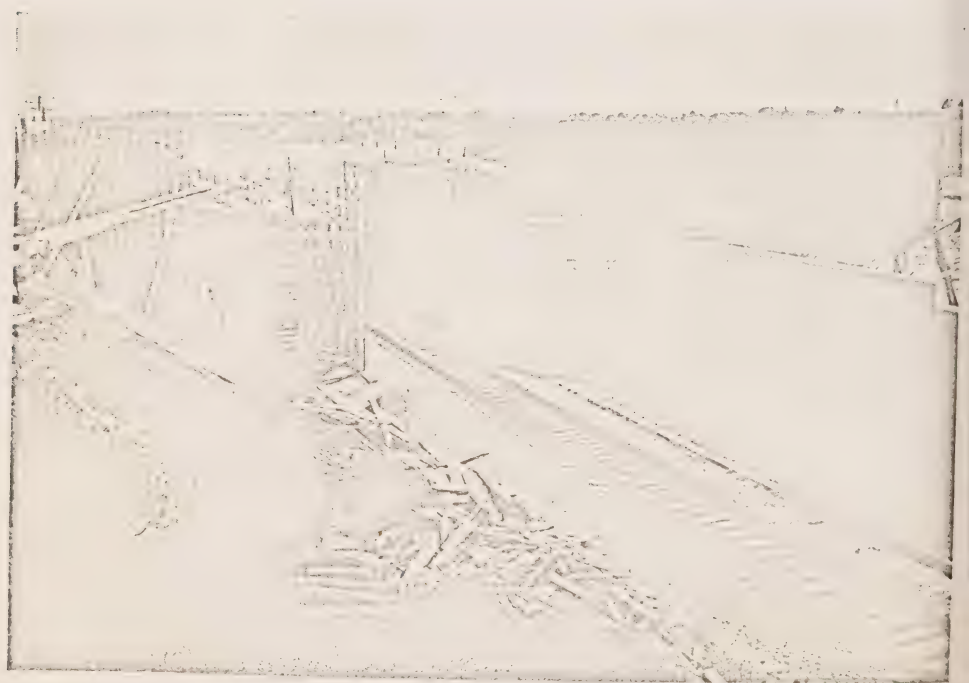
Hwy. No.		Miles Com- pleted This Year	Gals. Bit. Used This Year	Tons Sand Used This Year
7A	Village of Port Perry.....	1.0	2,690	59
7A	Highway No. 115 to Caesarea Turn.....	20.0	53,940	1,182
35	Pontypool to 4 mi. south of Lindsay.....	14.4	38,820	850.5
36	Nogies Creek P.O. to Burleigh Falls.....	19.3	52,000	1,140
45	Roseneath to Norwood.....	14.2	38,280	838
46	3 mi. north of Argyle to Coboconk.....	20.5	55,280	1,212
28	Young's Point Bridge Ramps.....	1.5	4,100	89
Secondary Roads —				
503	Kirkfield to Lift Locks.....	2.0	5,391	118
506	5 mi. north of Bobcaygeon to Burnt River Jct.....	7.4	19,860	437
507	Catchacoma Rd. to Hwy. 36 to Cochrane's.....	10.6	28,580	627
121	Burnt River Village.....	5.0	2,696	59
503	Norland East and West.....	5.0	13,480	295
TOTALS.....		116.9	315,117	6,906.5

Totals of Other Work Done in District No. 7

Class of Work	Total No.	Tons	Miles
Right-of-way fence erected.....	.....	.....	39.54
Calcium dust layer, gravel roads.....	.....	183	46.0
Salt for de-icing roads (raw).....	.....	3,727.4	.....
Salt in sand stockpiles.....	.....	2,714.8	.....
Sand for winter maintenance.....	.....	82,390	.....
Snow fence, erected, dismantled, stored.....	.....	.....	165.34
Roads snowplowed and kept open (King's Highways).....	.....	.....	547.67
Roads snowplowed and kept open (secondary roads).....	.....	.....	93.10
Shrubs received and planted.....	65,725	.....	.....
New buildings erected this year.....	7	.....	.....
Roadside picnic places maintained.....	117	.....	.....
Off-road parks maintained.....	2	.....	.....
Scale houses maintained.....	1	.....	.....
Seeding by department forces..... (sq. yds.)	532,400	.....	.....
Zone painting — King's Highways..... (gals.)	4,261	.....	457
Zone painting — secondary roads..... (gals.)	54	.....	24.7
Signs erected and replaced.....	5,553	.....	.....
Traffic lights installed this year.....	1	.....	.....
Automatic signals, R.R. crossings.....	2	.....	.....
Routine maintenance — King's Highways.....	.....	.....	547.67
Routine maintenance — secondary roads.....	.....	.....	93.10
Bridges built.....	2	.....	.....



Grading on Highway No. 46, south of Kirkfield.



Overpass construction over C.P.R. on Highway No. 115.

DISTRICT No. 8—KINGSTON

Construction

The bulk of the work in this district was on Highway No. 401, both grading and culverts and on structures, with the work on the Trans-Canada Highway No. 7 being of second importance.

On the Moira River Bridge, the piers were dowelled to prevent displacement due to spring floods and ice pressure, as it was anticipated that the superstructure would not be in place to add weight and rigidity to the pier footings during the current construction season.

A new ferry, the "Amherst Islander" was built and put into operation between Amherst Island and Millhaven on Highway No. 33.

Maintenance

Eleven salt sheds, 40' x 14' x 13', were constructed to allow the storage of salt for winter maintenance on the district rather than dependence on sporadic rail shipment from the supplier. Two bath houses 12' x 16' were constructed in Black Lake Park and two toilet units were constructed in Silver Lake Park. The Department of Public Works is constructing a modern three bay garage for patrol use at Bathurst on Highway No. 7.

Maintenance information was relayed to Toronto during the winter by land phones, twenty-five mobile telephones and teletype. Under a revised winter maintenance organization, all major snow removal equipment was staffed on a two shift basis, each shift on a nine hour period. In case of storm, the shifts were extended to twelve hours each to give complete coverage. This proved far superior to the old single shift system.

During 1955-56, District No. 8 received as new equipment, one snow blower, two 5-ton trucks complete with snow plowing equipment, two power mowers for close cutting in parks, one tractor mounted bar mower for roadside mowing, and three package unit sanders for winter maintenance use.

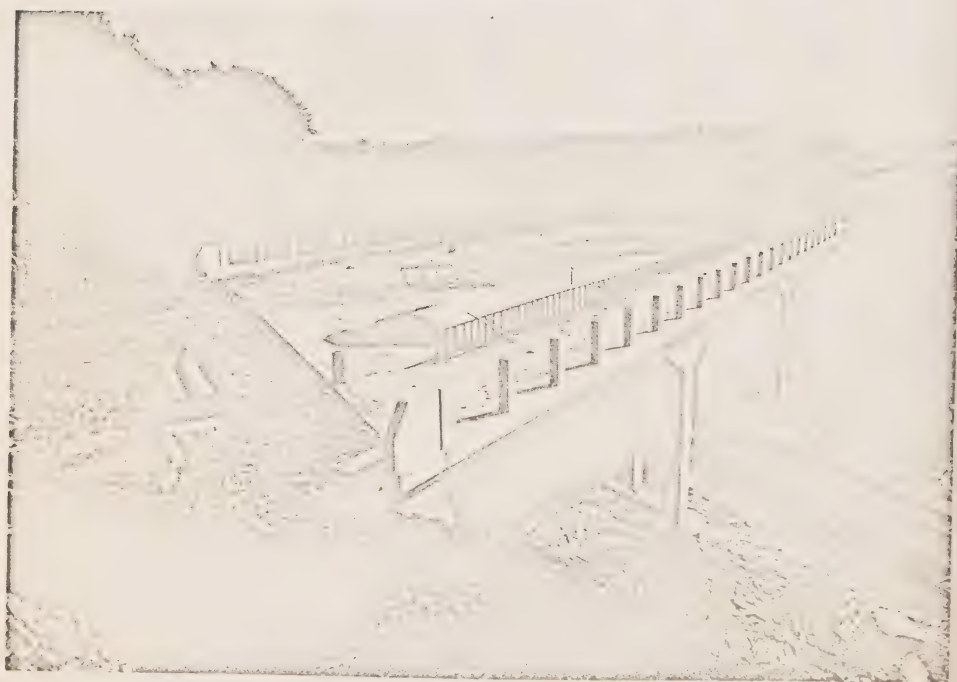
In addition to the above, one eight-ton snow plow, one three-ton truck, one five-ton truck with snow plows, two one-half ton express and one half-ton panel were turned in and replaced with 1955 models.

Grading and Culverts

Hwy. No.		Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. This Year
7	Kaladar west.....	7.4	1954	6.5	0.9
15	Lombardy south.....	6.5	1955	.....	3.3
38	Hwy. No. 2 to Glenvale.....	5.0	1955	.....	1.7
401	East of Div. St. to Hwy. 15.....	3.06	1955	2.66	0.4
401	Brockville east.....	4.8	1955	.....	2.7
401	Belleville east.....	6.63	1955	.....	2.0
401	6.63 mi. east of Moira River east for 5.56 mi.	5.56	1955	.....	0.8
401	Hwy. No. 38 west.....	1.9	1955	.....	0.7
401	Hwy. No. 15 east.....	8.13	1955	.....	3.0
TOTALS.....				9.16	15.5



Early construction on overpass over C.N.R., Kingston By-Pass, Highway No. 401.



Later construction on same by-pass.

Granular Base Laid on New Grading

Hwy. No.		Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. This Year	Tons Placed This Year
401	East of Div. St. to Hwy. 15.....	3.06	1953	2.06	1.0	19,600
7	Kaladar west.....	7.4	1955	.....	7.4	20,006
7	Kaladar west.....	7.4	1954	6.2	1.2	133,607
401	Brockville east.....	4.8	1954	.....	1.0	5,160
401	Belleville east.....	6.63	1955	.....	1.5	10,720
401	Hwy. No. 38 west.....	1.9	1955	.....	0.6	6,475
38	Hwy. No. 2 to Glenvale.....	5.0	1955	.....	0.4	9,952
15	Lombardy south.....	6.5	1955	.....	0.7	4,650
TOTALS.....				8.26	13.8	210,170

Granular Base Laid Where No Grading Was Done

2	Shannonville to Slash Rd.....	9.5	1955	.....	9.5	9,757
2	Slash Rd. to Napanee.....	9.3	1955	.....	9.3	12,693
29	Forthton to Frankville.....	7.33	1955	.....	.....	54,638
33	Stirling to Frankford.....	8.9	1955	.....	8.9	3,903
42	Crosby to Forfar.....	2.77	1955	.....	2.77	19,944
Secondary Road —						
	Highway No. 7 to Clarendon Stn.	0.5	1955	.....	0.5	6,000
TOTALS.....					30.97	106,935

Gravelling Contracts Not Including Granular Base

95, 96	Wolfe Island.....	.....	1955	.....	.....	6,974
2	Belleville east.....	5.2	1955	.....	5.2	11,981
TOTALS.....					5.2	18,955

Bridges Built

Hwy. No.		Type	Remarks
401	Montreal Street Underpass.....	Rigid Frame	Completed
401	Hwy. No. 15 Underpass.....	Rigid Frame	Completed
401	Division Street Overpass.....	Beam and Slab	Completed

Bituminous Pavement Built

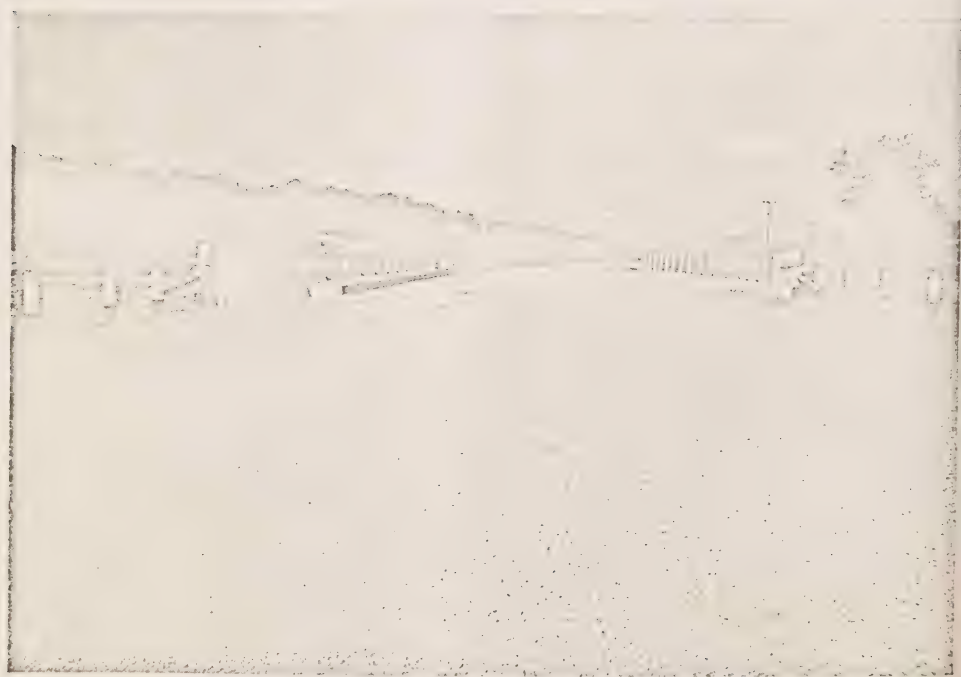
Hwy. No.		Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. This Year	Tons Placed This Year
7	Maberly to Hwy. No. 38.....	8.3	1954	1st base only	8.3	15,854
7	Kaladar west.....	7.4	1955	.....	7.4	24,100
29	Forthton to Frankville.....	7.33	1955	.....	7.33	6,399
401	Detours at Hwy. 37 and 401.....	.....	1955	.....	.....	754
401	Decks on Montreal St. and Hwy. No. 15 underpasses and C.N.R. overpass.....	.....	1955	.....	.....	462
401	Approaches to Montreal St. and Hwy. No. 15 underpasses.....	.....	1955	.....	.....	2,282
TOTALS.....					23.03	49,851

Bituminous Cold Mix Surface (Road Mix Mulch)

Hwy. No.		Miles Compl. This Year	Tons Placed This Year
7	Clarendon Rd. to Sharbot Creek.....	2.5	3,000



Montreal Street overpass, Highway No. 401, Kingston By-Pass.



Another view of Montreal Street overpass, over Highway No. 401, Kingston By-Pass.

Bituminous Resurfacing Old Pavements

2	Shannonville to Slash Road	9.5	24,256
2	Slash Road to Napanee.....	9.3	26,001
33	Stirling to Frankford.....	8.9	22,299
42	Crosby to Porfar	2.77	3,598
	Ontario Hospital, Brockville.....	.76	1,258
TOTALS.....		31.23	77,412

Bituminous Surface Treatment

Hwy. No.		Miles Com- pleted This Year	Gals. Bit. Used This Year	Tons Chips Used This Year
41	Colen Ferry north.....	2.2	6,536	251
37	South Limits of Tweed to 0.5 mi. south of Roslin.....	10.5	29,130	1,477
95, 96	Wolfe Island.....	28.5	52,357	3,227
TOTALS.....		41.2	88,023	4,955

Crushed Gravel and Stone on Roads by Department Forces

Hwy. No.		Tons on Road
2	Trenton to Johnstown.....	725
7	Marmora to Perth.....	2,200
14	Belleville to Marmora.....	300
14	D.H.O. Yard.....	200
15	Barriefield to Perth.....	225
29	Brockville to Smiths Falls.....	350
33	Kingston to Glenora.....	100
33	Trenton to Stirling.....	200
37	Belleville to Hwy. No. 7.....	300
38	Cataraqui to Hwy. No. 7.....	350
41	Napanee to Kaladar.....	50
42	Forthton to Westport.....	425
Secondary Road — Hwy. No. 7 to Clarendon Station.....		100
TOTALS.....		5,525

Totals of Other Work Done on District No. 8

Class of Work	Total No.	Tons	Miles
Right-of-way fence erected.....			55.4
Calcium dust layer on gravel roads.....		500	36.9
Salt for de-icing roads (raw).....		12,405	622.94
Salt in sand stockpiles.....		1,400	
Sand for winter maintenance.....		24,174	622.94
Snow fence erected, dismantled and stored.....			76.5
Roads snowplowed and kept open (King's Highways).....			622.94
Roads snowplowed and kept open (secondary roads).....			6.6
Shrubs received and planted.....	2,175		
New buildings erected this year.....	15		
Roadside picnic places maintained.....	69		
Off-road parks maintained.....	5		
Zone painting — King's Highways..... (sq. yds.)	5,898		562.7
Signs erected and replaced.....	1,946		
Routine maintenance, King's Highways.....			622.94
Routine maintenance, secondary roads.....			6.6
Bridges built	3		



Construction on overpass over C.N.R. and Highway No. 34, Highway No. 17, Trans-Canada, south of Hawkesbury.

DISTRICT No. 9—OTTAWA

Construction

A landslide developed adjacent to the newly constructed Highway No. 17, Trans-Canada, near L'Orignal, completely blocking the downstream end of two culverts. The roadway was not affected, but a drainage problem was created. A new channel was cut and new culvert installed through the roadway section.

The St. Lawrence Power projects and Seaway development involve the relocation of existing Highway No. 2 for approximately 37 miles, and also the relocation of railway lines. This work is well underway and must be completed by 1957. The correlation of highway work with the many other phases of the entire project has posed many difficult problems especially in fitting various operations into a tight time schedule.

Maintenance

On Highway No. 2 between Cornwall and the Quebec border the existing edge of pavement material, consisting of a mixture of stony gravel and clay, was replaced with an eighteen inch width of cold mix asphalt. This treatment almost eliminated shoulder maintenance on this section.

Eight additional bulk storage sheds were constructed this fiscal year. This allowed purchase of 70% of salt in bulk lots which resulted in a substantial saving of material costs for winter maintenance.

After February 15, experiments were carried out on winter maintenance

whereby a 50-50 mixture of sand and raw chemical (salt) was used in this district and applied with hydraulic units with the spinners removed. It was found that this mixture gave fairly rapid results with an application rate of 600 lbs. per mile, and thus became an economical measure in material costs.

Grading and Culverts

Hwy. No.		Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. This Year
15 (TCH)	Stittsville westerly.....	7.3	1953	7.0	0.3
17 (TCH)	L'Orignal easterly.....	7.8	1954	3.9	3.9
17 (TCH)	Quebec Boundary westerly.....	7.6	1954	3.3	4.3
2, Rel.	Cornwall westerly.....	7.25	1954	0.5	6.75
17	Mississippi Bridge Approach.....	0.7	1955	.....	0.7
New Rd.	Allumette Island Br. Appr.....	1.2	1955	.....	0.9
16	Ottawa to Jock River.....	6.64	1955	.....	2.0
31	Greely north and south.....	4.2	1955	.....	1.0
15 (TCH)	Ashton stn. to Carleton Pl.....	7.08	1955	.....	5.0
401	Iroquois easterly.....	6.0	1955	.....	1.5
TOTALS.....				14.7	26.35

Development Roads

102	Pakenham Twp.—Bellamy Rd. to N.W. section.....	9.0	1950	7.85	0.6
148	Dundas Co., Mountain Twp. to Winchester westerly.....	10.5	1951	7.2	1.6
149	Glengarry Co., Lochiel Twp., Alexandria e. to Quebec bor.....	10.5	1951	6.2	2.6
165	Lanark Twp., Rosetta Rd. west to Hopetown.....	8.5	1951	6.0	2.5
179	Torbolton Twp. to 5th Sideroad.....	3.0	1951	2.8	0.2
192	Sherbrooke S. Twp., Maberly to Bolingbroke.....	6.5	1952	3.5	2.2
193	Sherbrooke N. Twp., Elphin to Snow Road.....	3.0	1952	2.1	0.9
268	Beckwith and Ramsay Twps., Scotch Cors. Rd. to K/H 15 southerly.....	4.5	1954	2.2	2.1
271	Russell Co., Russell Twp., Embrun westerly to Co. Line.....	6.0	1954	4.1	1.9
287	Nepean Twp., Nepean Swamp Rd.....	3.25	1954	0.15	2.0
290	Glengarry Co., Kenyon Twp., K/Hy. 43 to Maxville Village.....	5.0	1955	.....	5.0
295	Matilda Twp., Pleasant Valley westerly.....	2.5	1955	.....	2.5
308	Mountain Twp., South Branch Rd., Co. Rd. No. 3 to Matilda Twp. and County Boundary.....	1.9	1955	.....	1.9
321	Marlborough and Montague Twps., Burritt's Rapids to Merrickville.....	5.5	1955	.....	2.5
323	Lanark Co., Lanark to Elphin.....	12.0	1955	.....	2.8
332	Fitzroy and Torbolton Twps. Co. Rd. 21 to Co. Rd. 22.....	1.6	1955	.....	1.1
357	Lanark Co., Montague Twp., Smiths Falls to Merrickville Rd.....	2.5	1955	.....	0.8
364	Lavant Twp., Caldwell's Mills to Darling Twp. Boundary.....	6.0	1955	.....	1.8
365	Prescott Co., Hawkesbury Twp., St. Eugene to Quebec Boundary.....	3.5	1955	.....	3.5
366	Prescott Co., Routhier westerly to Fournier.....	5.5	1955	.....	4.7
371	Stormont Co., Roxborough Twp., Co. Rd. No. 16 southerly from South Plantagenet Twp. Boundary.....	4.0	1955	.....	2.1
383	Carleton Co., Kinburn to Woodlawn.....	4.0	1955	.....	0.9
386	Finch and Roxborough Twps. to Boundary Rd. north from K/Hy. 43.....	5.5	1955	.....	2.5
TOTAL.....					48.7



Grading on Highway No. 15 revision.



Early operations at site for bridge over C.P.R. on Allumette Island project.

Granular Base Laid on New Grading

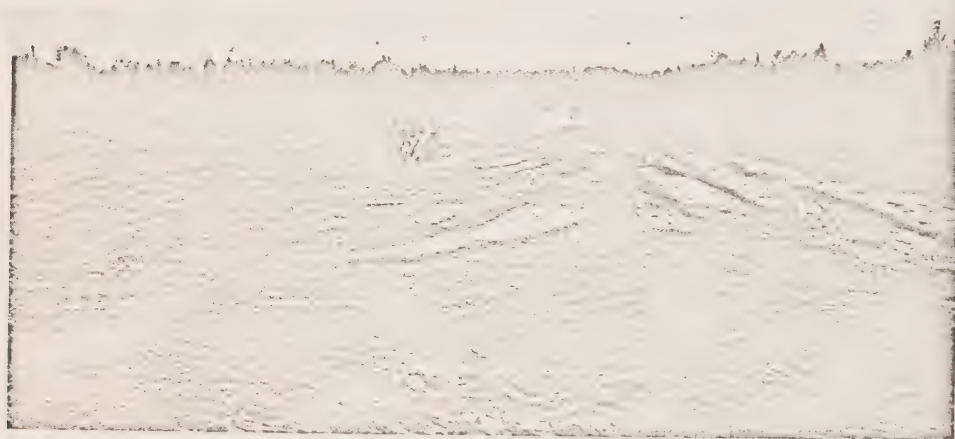
Hwy. No.		Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. This Year	Tons Placed This Year
17, TCH	L'Orignal easterly.....	7.8	1954	2.3	5.5	51,923
17, TCH	Quebec Boundary westerly.....	7.6	1955	.....	6.3	58,556
15, TCH	Stittsville westerly.....	7.3	1954	6.8	0.5	4,065
15, TCH	Ashton Sta.-Carleton Pl.....	7.08	1955	.....	3.5	114,660
2, Rel.	Cornwall westerly.....	7.25	1955	.....	7.25	310,783
17	Mississippi Br. Approaches.....	0.7	1955	.....	0.7	14,690
16	Ottawa to Jock River.....	6.64	1955	.....	2.0	28,790

Development Roads

102	Pakenham Twp., Bellamy Rd. to N.W. Section.....	9.0	1950	7.85	0.5	4,000
148	Dundas Co., Mountain Twp., Winchester westerly.....	10.5	1951	7.2	1.6	19,890
149	Glengarry Co., Lochiel Twp., Alexandria e. to Quebec bdry.....	10.5	1951	6.2	2.4	32,620
165	Lanark Twp., Rosetta Rd. West to Hopetown.....	8.5	1951	6.0	2.5	8,340
178	Darling Twp., Brightside N.W. to Lavant Twp. boundary.....	5.4	1955	5.4	5.4	1,800
179	Torbolton Twp., 5th sideroad....	3.0	1951	2.0	1.0	10,620
192	Sherbrooke S. Twp., Maberly to Bolingbroke.....	6.5	1952	3.0	2.2	16,500
193	Sherbrooke N. Twp., Elphin to Snow Road.....	3.0	1952	2.1	0.9	5,320
268	Beckwith and Ramsay Twps., Scotch Corners Rd. K/H 15 south.....	4.5	1954	2.2	2.1	10,600
271	Russell Co., Russell Twp., Em- brun westerly to County Line.....	6.0	1954	4.1	1.9	8,030
287	Nepean Twp., Nepean Swamp Rd.....	3.25	1954	.....	2.0	15,500
290	Glengarry Co., Kenyon Twp., K/Hy 43 to Maxville Village.....	5.0	1955	.....	5.0	64,810
295	Matilda Twp., Pleasant Valley w.....	2.5	1955	.....	2.5	12,720
308	Mountain Twp. South Branch Rd., Co. Rd. No. 3 to Matilda Twp. and County Boundary....	1.9	1955	.....	1.9	11,710
321	Marlborough and Montague Tps., Burritt's Rapids-Merrickville.....	5.5	1955	.....	2.5	26,020
323	Lanark Co., Lanark to Elphin.....	12.0	1955	.....	2.8	3,660
357	Lanark Co., Montague Twp., Smiths Falls to Merrickville Rd.....	2.5	1955	.....	.....	.....
332	Fitzroy and Torbolton Twps., Co. Rd. No. 21 to Co. Rd. No. 22....	1.6	1955	.....	0.9	7,590
364	Lavant Twp., Caldwell's Mills to Darling Twp. boundary.....	6.0	1955	.....	1.0	4,910
365	Prescott Co., Hawkesbury Twp., St. Eugene-Quebec boundary.....	3.5	1955	.....	3.5	23,040
366	Prescott Co., Routhier westerly to Fournier.....	5.5	1955	.....	3.2	28,980
370	Ottawa Sub. Roads, Merivale— City View, so. from City Lim.....	2.2	1955	.....	2.2	19,230
371	Stormont Co., Roxborough Twp., Co. Rd. No. 16 southerly from So. Plantagenet Twp. bdry.....	4.0	1955	.....	2.1	4,410
383	Carleton Co., Kinburn to Wood- lawn.....	4.0	1955	.....	0.2	1,140
386	Finch and Roxborough Twps., Boundary Rd. no. from K/H 43.....	5.5	1955	.....	2.9	31,350
TOTALS.....					78.95	956,257



Grading operations on Highway No. 17, Trans-Canada, in Ottawa district.



Grading on Highway No. 15 Revision, Ottawa district.



Construction operations on No. 15, Trans-Canada, Ottawa district.

Granular Base Laid Where No Grading Was Done

Hwy. No.		Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. This Year	Tons Placed This Year
17 (old)	Green's Creek easterly.....	12.8	1955	.....	2.2	4,947
17, TCH	Alfred to L'Orignal Overhead	7.7	1954	6.5	1.2	40,517
17 (old)	Clarence to Plantagenet.....	18.6	1955	.....	18.6	37,954
16	North Gower to Bedell Side- road.....	13.0	1955	.....	13.0	25,858
2	Johnstown to Iroquois.....	8.7	1955	.....	1.3	2,112
34	Hawkesbury to McCrimmon Crs.....	17.67	1955	.....	4.0	50,812
TOTALS.....					40.3	162,200

Gravelling Contracts Not Including Granular Base

32,044

Bridges Built

Hwy. No.		Type	Completed
17E, TCH	South Nation River Br. Twp. North Plantagenet, Lot 21, Con. II.	3 span steel truss, concrete piers and abutments	Deck and handrails, etc., completed 1955
17E, TCH	Little Rideau River Br. Twp. E. Hawkesbury, Lot 29, Con. I	Reinforced concrete, 1 span	Completed 1955
17E, TCH	West Hawkesbury Creek and C.N.R. Overpass, Twp. W. Hawkesbury Lot 10-11, Con. I	3 span reinforced concrete	Completed 1955
17W	Mississippi River Bridge, Twp. Fitzroy, Lot 16, Con. III	3 span steel truss, concrete pier and abutments	Deck and handrails, etc., completed 1955

Development Roads

192	Sherbrooke S. Twp., Tay River, East half Lot 6, Con. III	37' span, steel beam span, conc. deck and abutments	Completed 1955
321	Marlborough Twp., Lot 26, Con. I	30' span, conc. deck and abutments	Completed 1955

Bituminous Pavement Built

Hwy. No.		Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. This Year	Tons Placed This Year
17E, TCH	2 mi. east of Alfred to L'Ori- gnal Overhead.....	7.7	1955	7.7	7.7	19,477
15, TCH	Ashton Station to Jct. Hwy. No. 15 and No. 29.....	7.08	1955	.....	3.7	4,362

Development Roads

149	Glengarry County, Lochiel Twp., Alexandria e. to Quebec bdry.	10.5	1951	7.4	0.6	1,100
370	Ottawa Sub. Rds., Merivale— City View Rd., south from City Limits.....	2.2	1955	.....	2.2	2,800
TOTALS.....					14.2	27,739

		Bituminous Resurfacing Old Pavements	
Hwy. No.		Miles Compl. This Year	Tons Placed This Year
2	Johnstown to Iroquois.....	8.6	19,516
16	North Gower to Bedell Sideroad.....	13.0	31,386
34	Hawkesbury to McCrimmon.....	12.0	14,174
17,old	Clarence to Plantagenet.....	18.6	41,230
TOTALS.....		52.2	106,306

		Bituminous Prime on Gravel Surfaces	
		Miles Completed This Year	Tons Chips Used This Year
Secondary Roads			
	2 miles east of Calabogie to Black Donald.....	16.0	1,530
	1 mile south of Calabogie to Brightside.....	17.0	1,620
TOTALS.....		33.0	3,150

Hwy. No.	Crushed Gravel and Stone on Roads by Department Forces		Tons on Road
2	Morrisburg.....		100
	Cornwall.....		350
	Lancaster.....		9,000
15	Stittsville.....		600
	Innisville.....		1,500
17W	Cobden.....		950
	Renfrew.....		1,500
	Carp.....		75
17E	Cumberland.....		500
	Rockland.....		1,200
	Plantagenet.....		500
	Hawkesbury.....		100
29	Pakenham.....		1,500
31	Winchester.....		200
	Winchester.....		500
34	Alexandria.....		300
43	Chesterville.....		1,500
	Chesterville.....		2,000

Secondary Roads		
508	Calabogie.....	375
511	Brightside.....	450
TOTAL.....		23,200

Totals of Other Work Done on District No. 9			
Class of Work	Total No.	Tons	Miles
Right-of-way fence erected.....			43.96
Calcium for de-icing roads.....		215	
Salt for de-icing roads (raw).....		10,612	599.57
Salt in sand stockpiles.....		77	
Sand for winter maintenance.....		2,640	
Snow fence erected, dismantled and stored.....			106.70
Roads snowplowed and kept open (King's Highways).....			556.57
Roads snowplowed and kept open (secondary roads).....			43.00
Shrubs received and planted.....	3,259		
Roadside picnic places maintained.....	203		
Off-road parks maintained.....	6		
Seeding by Department Forces.....(sq. yds.)	779,240		
Zone painting — King's Highways.....(gals.)	5,110		640.17
Signs erected and replaced.....	4,880		
Automatic signals, R.R. Crossings.....	3		
Routine maintenance — King's Highways.....			556.57
Routine maintenance — secondary roads.....			43.00
Development Roads built.....			48.7
Bridges built.....	6		

DISTRICT No. 10—BANCROFT**Construction**

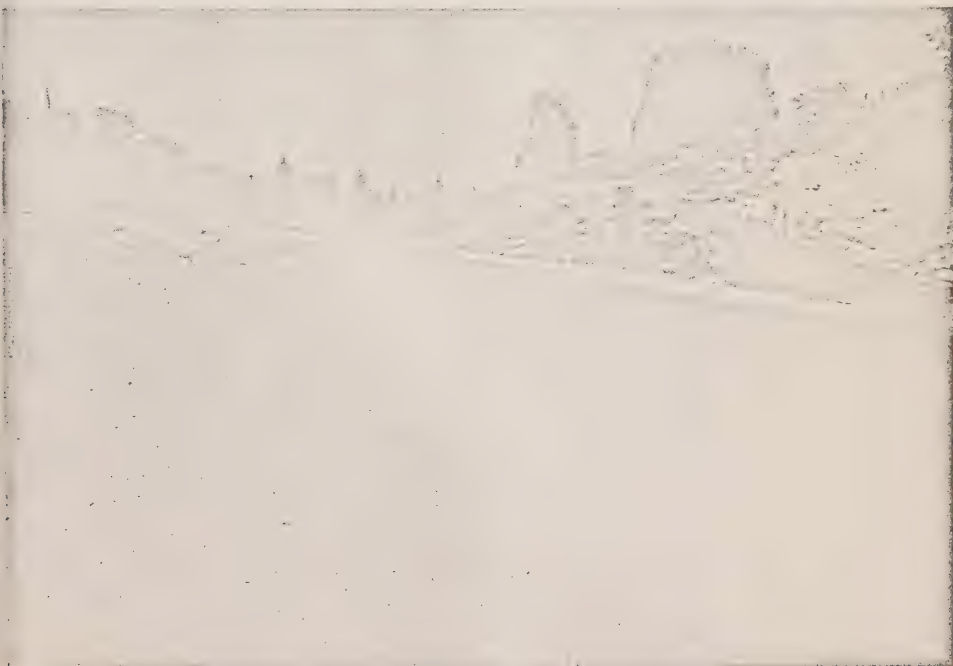
Contract 55-52 covering 6.72 miles was a hot mix contract, an HL4 special or modified. The aggregate had been crushed by Contract 54-77. Tests by Soils showed an excess of sand, but inspector's tests at time of crushing operation had shown sand to be within limits of specifications. Further tests by District personnel have shown that there is an appreciable difference in wet and dry tests.

Contract 55-53 covering 4.92 miles, was same as Contract 55-52 and same difficulty found as to aggregate.

Contract 55-91, 4.92 miles of grading and culverts on Highway No. 41 was approximately 25% completed. All concrete culverts were completed with exception of a large 20' by 5' at beginning of contract. Hydrostatic Pressure and Poor Bearing Materials made it necessary on recommendation of Bridge Department to install two 102" multiplate corrugated iron pipes.

Maintenance

Maintenance forces carried out seeding operations under sundry funds on two new grading contracts. The straw and bituminous method was used. 125 acres were covered. The results have checked erosion on silty, sand slopes and the grass catch last fall was between 85 and 90%. This was the first attempt in this District with this type of weeding. Percentage of winter kill is still unknown.



Hot mix paving, Apsley South, Highway No. 28, Bancroft district.

Various day labour projects were carried out, consisting mainly of improving sections of secondary roads. Rock and earth excavation, installing of new culverts, were the main items. This was done by D.H.O. equipment and supplemented with rented equipment when required. The results were economical for the improvements obtained.

Several miles of old rustic guide rail was removed and replaced with standard type guide rail, greatly improving the appearance of the highway.

Grading and Culverts

Hwy. No.		Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. This Year
41	Mackavoy Lake — Kilpecker Creek.....	4.92	1955	.....	1.2
127	1 mi. north Maynooth to Lake St. Peter.....	7.0	1955	.....	7.0

Secondary Road

504	3.2 mi. west of Glen Alda to 4 mi. west of Glen Alda.....	0.8	1955	.....	0.8
TOTAL.....					8.0

Development Roads

67	Dacre — Shamrock — Renfrew.....	16	1949	10.8	5.2
86	Denbigh to Plevna.....	19	1949	9.0	10.0
87	Ardoch to Clarendon.....	14	1949	11.2	2.8
177	Hardwood Lake to Mayo bdry.....	11	1951	3.5	3.0
186	Quadville to Foymount.....	10	1952	6.5	1.5
211	Dacre to Mt. St. Patrick.....	6	1953	4.0	2.0
213	Fort Stewart to Boulter.....	11	1953	5.8	4.2
214	Bessemer to Hermon.....	8	1953	4.0	1.5
228	Mississippi to Snow Road.....	3	1953	2.0	1.0
240	Lower Faraday Road.....	12.5	1953	2.5	2.0
258	Beachburg to Forester's Falls.....	5.0	1954	3.0	2.0
270	Thompson's Cors. to Matawatchan.....	2.5	1954	1.0	1.0
291	Kelly's Cors. to Cobden.....				
282	Hybla Road.....	3.0	1954	0.7	2.3
297	Brudenell to Foymount.....	5.0	1955	.....	5.0
298	Cormac to Rochefort.....	4.5	1955	.....	4.5
299	Hermon to Mayo Raglan bdry.....	5.0	1955	.....	4.5
342	Skootematta River.....	1.3	1955	.....	1.3
344	Shady Nook Road.....	2.5	1955	.....	2.5
352	Bonnechere River Road.....	5.0	1955	.....	5.0
353	St. Ola Road.....	3.0	1955	.....	2.0
358	Lake Dore to Golden Lake.....	9.0	1955	.....	1.7
359	Harlowe to Hwy. No. 41.....	5.0	1955	.....	5.0
376	Ryan Road.....	4.0	1955	.....	4.0
380	Coe Hill.....	125	1955	.....	12
TOTAL.....					74.12

Granular Base Laid on New Grading

Hwy. No.		Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. This Year	Tons Placed This Year
67	Dacre — Shamrock to Renfrew....	16.0	1955	.....	5.2	32,500

Gravelling Contracts Not Including Granular Base

41	Denbigh north and south.....	1954	.....	15,000
41	Kaladar to Cloyne.....	1955	.....	10,000
60	Algonquin Park H.Q. to Whitney.....	1955	.....	10,000
62	Madoc to Green's Corners.....	1955	.....	15,000
132	Dacre to Shamrock.....	1955	.....	11,235
TOTAL.....				61,235

Hwy. No.	Bridges Built	Type	Compl. This Year
60	Deacon Bridge, Lot 27, Con. VII, North Algona Twp. on Bonnechere Riv.....	Concrete deck on wood piles	1

Bituminous Pavement Built

Hwy. No.		Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. This Year	Tons Placed This Year
60	Killaloe easterly.....	6.72	1955	.....	6.72	12,556.43
28	Apsley south.....	5.0	1955	.....	5.0	9,248.77
TOTALS.....					11.72	21,805.20

Bituminous Surface Treatment

Hwy. No.		Miles Completed This Year	Gals. Bit. Used This Year	Tons Chips Used This Year
60	Golden Lake to 1 mile north.....	1.0	3,000	113.0
62	Round Lake to 10½ miles east.....	10.5	23,473	969.2
62	Pembroke to 1½ miles west.....	1.5	3,353	167.0
62	Combermere to Maynooth.....	15.0	37,955	1,604.35
62	Coe Hill Turn to Millbridge Turn.....	4.0	16,257	903.87
TOTALS.....		32.0	84,038	3,757.42



Bridge over Bonnechere River, east of Killaloe, Highway No. 60.

Bituminous Prime on Gravel Surfaces

127	Lake St. Peter to Whitney.....	18.0
132	Dacre — Shamrock.....	6.0

Secondary Roads

500	Haliburton Boundary to Hermon.....	25.4	.....	.....
506	Junction Hwy. No. 41 to Plevna.....	22.1	.....	.....
513	Dacre to Hyndford.....	9.6	.....	.....
515	Combermere to Quadville.....	17.1	.....	.....
517	Combermere to 1 mile east.....	1.0	.....	.....
521	Killaloe to Round Lake.....	11.4
523	Madawaska to Cross Lake.....	13.1

TOTALS.....	123.7	304,313	9,325
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Hwy. No.	Crushed Gravel and Stone on Roads by Department Forces	Tons on Road
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Secondary Roads

506	Hwy. No. 41 to Plevna.....	7,825
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Totals of Other Work Done on District No. 10

Class of Work	Total No.	Tons	Miles
Right-of-way fence erected.....	.....	.....	10.21
Calcium dust layer on gravel roads.....	.....	206.10	.....
Salt for de-icing roads (raw).....	.....	2,485	519.5
Salt in sand stockpiles.....	.....	1,514	.....
Sand for winter maintenance.....	.....	41,195	.....
Snow fence erected, dismantled and stored.....	.....	.....	15.0
Roads snowplowed and kept open (King's Highways).....	.....	.....	375.1
Roads snowplowed and kept open (secondary roads).....	.....	.....	144.4
New buildings erected this year.....	15	.....	.....
Roadside picnic places maintained.....	6	.....	.....
Off-road parks maintained.....	12	.....	.....
Seeding by Department Forces.....(sq. yds.)	629,000	.....	.....
Zone painting — King's Highways.....(gals.)	4,725	.....	348
Signs erected and replaced.....	1,976	.....	.....
Routine maintenance, King's Highways.....	.....	.....	375.1
Routine maintenance, secondary roads.....	.....	.....	144.4
Development roads built.....	.....	.....	74.12
Bridges built.....	1	.....	.....

DISTRICT No. 11—HUNTSVILLE

Construction

A 200' Truss span was erected across the Pickerel River on framework supported by pontoons. Framework allowed jacking of the superstructure to compensate for fall in water level to a certain extent. Final vertical alignment obtained by sinking steel "H" piles to rock on river bed and jacking from top of these piles. River approximately 35' deep and piles used approximately 40' strapped to ends of each set of pontoons. Perfect alignment was obtained in this way. No other unusual methods or conditions were encountered.

Grading and Culverts

Hwy. No.		Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. This Year
69 (TCH)	Muskoka River to Footes Bay.....	9.4	1955	.....	9.4
11	Big East River to Novar.....	4.2	1955	.....	4.2
11	Bracebridge Centre Entrance.....	1.0	1954	0.25	0.75
Secondary Roads					
	Baysville Rd. 3 miles so. of Huntsville....	0.6	1953	0.2	0.4
	TOTAL.....				14.75



Rock cut and bridge construction, Highway No. 69, Trans-Canada, at Portage Creek.



Project completed at Portage Creek with zone striping.

Development Roads

	Peninsula Rd. Medora — Wood.....	9.0	1951	6.0	3.0
	Lake of Bays.....	11.0	1949	9.0	2.0
	Fletcher.....	10.0	.....	7.0	2.0
	Cheddar.....	11.0	.....	.....	3.5
	Guilford — Eagle Lake.....	5.0	.....	3.5	1.5
345	Morrison.....	4.0	1955	.....	3.0
241	Riley Lake.....	2.0	1953	1.0	1.0
333	Santa's Village, Bracebridge.....	4.5	1955	.....	4.5
343	Barkway Hill.....	0.5	1955	.....	0.5
346	Ravenscliff Rd.....	5.0	1955	.....	3.0
	Midlothian Rd., Chapman Twp.....	3.5	1950	1.0	0.5
	Midlothian Rd., Ryerson Twp.....	11.0	1951	2.0	0.5
	Turtle Rd., Christie Twp.....	6.0	1951	2.0	1.0
	Eagle Lake, North End of Machar Twp.....	4.0	1951	2.5	0.5
	Black Stone Rd., Foley Twp.....	3.5	1952	1.75	1.75
	Dev. Rd. No. 245, McKellar Twp.....	1.5	1955	.....	0.5
	Dev. Rd. No. 246, Armour Twp.....	2.75	1954	0.5	2.0
	Dev. Rd. No. 247, Strong Twp.....	2.0	1954	0.5	1.5
	Green Acres Kearney Perry Twp.....	5.5	1955	.....	1.5
	TOTAL.....				33.75

Granular Base Laid on New Grading

Hwy. No.		Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. This Year	Tons Placed This Year
69 (TCH)	Muskoka River to Footes Bay.....	9.4	1955	.....	9.4	61,000
11	Big East River to Novar.....	4.2	1955	.....	4.2	29,800
	Port Severn to McDonald River.....	9.0	1955	.....	9.0	30,600
11	Bracebridge Central Entrance.....	1.0	1954	.....	1.0	2,907

Secondary Roads

	Baysville Rd. to 3 miles so. of Huntsville.....	0.6	1954	.....	0.6	11,922
	TOTALS.....				24.2	136,229

Granular Base Laid Where No Grading Was Done

118	Bracebridge to Port Carling.....	6.3	1955	.....	6.3	19,600
118	Baysville to Hwy. No. 11.....	6.5	1955	.....	6.5	6,150
11 (Old)	Muskoka Falls to Bracebridge.....	3.25	1955	.....	3.25	4,669
525	Gravenhurst to Sanatorium.....	0.5	1955	.....	0.5	3,945
11	Burks Falls to North Bay District Building.....	8.5	1955	.....	8.5	16,256
69	Nobel to Carling Turn.....	2.6	1955	.....	2.6	4,240
	TOTALS.....				27.65	54,851

Gravelling Contracts Not Including Granular Base

69	Nobel to Britt.....	40	1954	10,000 tons	.....	9,995
69	Carling Turn to Magnetawan River.....	37	1955	.....	.....	20,000
35	Minden to Dorset.....	32	1955	.....	.....	10,000

Secondary Roads

532	Rosseau to Hayes Cors. (Hwy. 69).....	10	1955	.....	10,000
532, 516	Utterson — Ullswater — Windermere.....	23	1955	.....	10,000
500	Irondale to Tory Hill.....	16	1955	.....	10,000
530, 519	Carnarvon — West Guilford Rd. and Haliburton — Gelert Rd.....	33	1955	.....	10,000
TOTAL					79,995

Bridges Built

Hwy. No.	Class of Work	Type	Completed This Year
69 (TCH)	Pickereel River Bridge.....	Concrete abutments, Parkinson truss	Erection of truss, Concrete deck and handrails
69	Bala.....	Steel girder stringers, concrete deck	Concrete deck, hand- rails and painting

Secondary Roads

	Baysville Rd. Locks Bridge, north branch of Muskoka River	Concrete abutments, Parkinson truss	Concrete deck and erection of handrails and painting
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Bituminous Pavement Built

Hwy. No.		Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. This Year	Tons Placed This Year
11	Severn Bridge to Gravenhurst....	10.2	1955	.....	10.2	34,454
	Central Entrance to Bracebridge and channelization	1.0	1955	.....	1.0	2,322
	South Entrance to Gravenhurst channelization.....	0.5	1955	.....	0.5	1,547
	Hwy. No. 11 to 0.2 miles east.....	0.2	1955	.....	0.2	333
	Provincial Fruit Inspection Stn. and Scales .....	.....	1955	.....	.....	738
TOTALS.....					11.9	39,394

Bituminous Cold Mix Surface (Road Mix Mulch)

Hwy. No.		Miles Compl. This Year	Tons Placed This Year
69	Nobel to Carling Turn.....	2.6	3,900
69	Bala Bridge Approaches.....	0.1	270
69	Pickereel River and Cranberry to Bridge Approaches.....	0.4	700

Secondary Roads

527	Locks Bridge Approaches.....	0.75	1,200
TOTALS.....		3.85	6,070

Bituminous Resurfacing Old Pavements

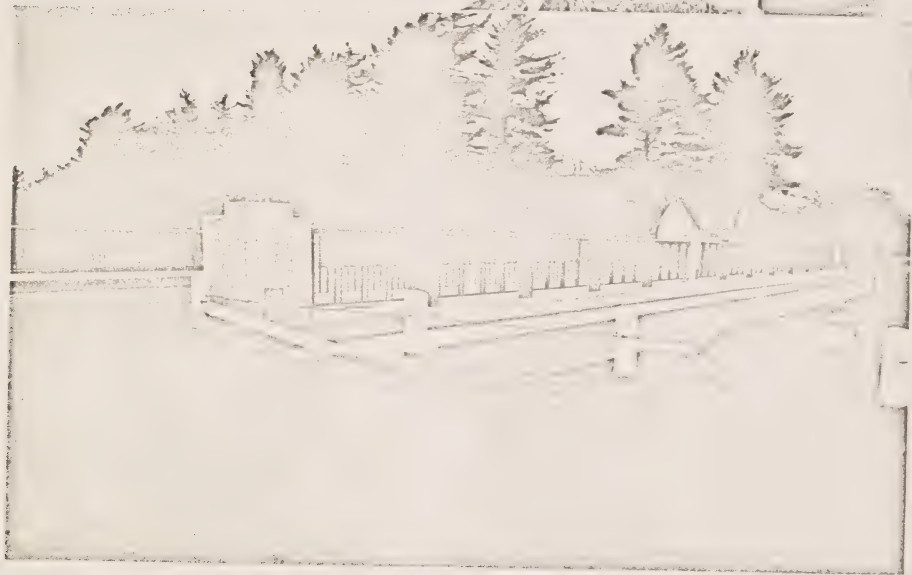
11	Burks Falls to north boundary of District.....	7.5	12,000
11, old	Muskoka Falls to Bracebridge Limits.....	3.2	7,000
118	Bracebridge to Port Carling.....	8.0	12,500
118	Baysville to Highway No. 11.....	4.5	7,000

Secondary Roads

525	Gravenhurst Sanatorium Road.....	0.5	750
516	Utterson to Windermere.....	3.2	4,800
532	Patterson's Corners to Raymond.....	1.85	2,750
520	Burks Falls to Magnetawan.....	0.9	1,350
TOTALS.....		29.65	48,150

Old And New Bala Bridges

Old bridge and Bailey Sub-
way on Highway No. 69,
at Bala, was replaced by
new bridge shown below.



Bituminous Surface Treatment

Hwy. No.		Miles Com- pleted This Year	Gals. Bit. Used This Year	Tons Chips Used This Year
121	Haliburton to Foxes Corners.....	5.0	12,428	557

Secondary Roads

	Waubamick to McKellar.....	6.0	14,900	770
	1 mi. south of Raymond to 2 mi. north of Rosseau.....	15.4	38,250	1,785
	Windermere Corner to Lone Pine.....	7.4	18,000	850
	TOTALS.....	33.8	83,578	3,962

Bituminous Prime on Gravel Surfaces

Hwy. No.		Miles Com- pleted This Year	Gals. Bit. Used This Year	Cu. Yd. Cover Used This Year
69	Carling Turn to Magnetawan River.....	37.0	92,500	1,850
69	Glen Orchard to Footes Bay.....	6.2	14,900	280
124	McKellar to Magnetawan.....	26.0	64,000	1,170
121	Foxes Corners to Tory Hill.....	10.0	16,500	340

Secondary Roads

26	From Hwy. No. 69 to Britt Village.....	2.5	6,530	104
18	From Hwy. No. 69 to Orrville.....	12.0	24,950	565
32	Hayes Corners to 2 miles north of Rosseau.....	10.0	25,000	470
18	Hwy. No. 11 to 2 miles north of Sprucedale.....	11.0	27,500	550
20	Dunchurch to Ardbeg.....	16.5	40,600	745
29	Hwy. No. 69 to Bayfield Park.....	3.0	7,800	120
00	Irondale to Highland Grove.....	32.8	101,640	2,000
19	Eagle Lake to Redstone Lake.....	4.0	10,265	115
14	Hwy. No. 60 to Interlaken.....	10.0	33,617	330
	Byng Inlet Road.....	2.6	4,000	78
	Britt Village.....	1.0	2,000	47
30	Carnarvon to Int. with Sec. Rd. No. 519.....	12.15	33,241	664
19	Haliburton to Int. with Hwy. No. 121.....	19.4	62,842	1,150
TOTALS.....		216.15	567,885	10,578

Crushed Gravel and Stone on Roads by Department Forces

Hwy. No.		Tons on Road
11	Severn Bridge to North Bdry. of District.....	5,767
69	Gravenhurst to French River.....	16,653
60	Hwy. No. 11 (Huntsville) to Algonquin Park H.Q.....	846
35	Hwy. No. 60 (Dwight) to Victoria County Boundary.....	2,941
124	Hwy. No. 11 (Sundridge) to Hwy. No. 69 (Parry Sound).....	6,555
118	Hwy. No. 35 (Dwight) to Hwy. No. 69 (Glen Orchard).....	850
121	Kinmount to Hwy. No. 35 (Minden) and Hwy. No. 35 to Tory Hill.....	1,153
11, old	Muskoka Falls to Parkersville.....	843

Secondary Roads

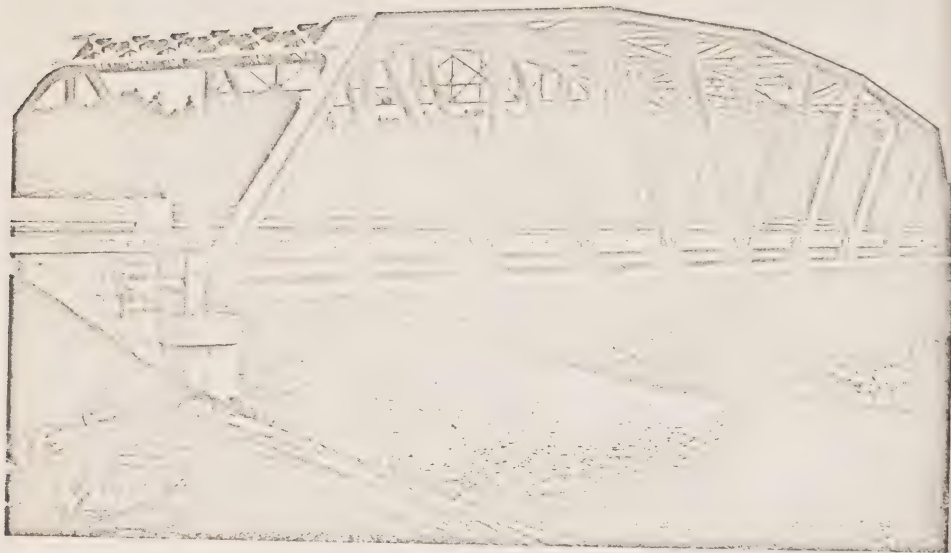
532	Falkenburg to Hayes Corners.....	1,969
514	Hwy. No. 60 to Interlaken.....	382
518	Hwy. No. 69 to Hwy. No. 11.....	1,803
520	Hwy. No. 11 to Magnetawan and Dunchurch to Ardbeg.....	1,851

Development Roads

525	Gravenhurst to Gravenhurst Sanatorium.....	190
516	Hwy. No. 11 to Windermere Dock.....	1,080
527	Huntsville to Baysville.....	544
519	Redstone Lake to Haliburton and Haliburton to Hwy. No. 121.....	418
530	Hwy. No. 35 to Secondary Road No. 519.....	385
500	Kinmount to Hastings County Boundary.....	2,683
TOTALS.....		46,913

Totals of Other Work Done on District No. 11

Class of Work	Total No.	Tons	Miles
Right-of-way fence erected.....	.....	.....	13.70
Calcium dust layer for gravel roads.....	.....	322.65	181.0
Salt for de-icing roads (raw).....	.....	3,356.21	563.4
Salt in sand stockpiles.....	.....	2,469.35	.....
Sand for winter maintenance.....	.....	42,800	.....
Snow fence erected, dismantled and stored.....	.....	.....	38
Roads snowplowed and kept open (King's Highways).....	.....	.....	455.4
Roads snowplowed and kept open (secondary roads).....	.....	.....	242.8
New buildings erected this year.....	6	.....	.....
Roadside picnic places maintained.....	40	.....	.....
Off-road parks maintained.....	5	.....	.....
Scale houses maintained.....	2	.....	.....
Seeding by department forces.....(sq. yds.)	121,000	.....	.....
Zone painting — King's Highways.....(gals.)	4,822	.....	270
Zone painting — secondary roads.....(gals.)	3,588	.....	195
Signs erected and replaced.....	1,600	.....	.....
Routine maintenance, King's Highways.....	.....	.....	462
Routine maintenance, secondary roads.....	.....	.....	258
Development roads built.....	.....	.....	33.75
Bridges built.....	3	.....	.....



Pickrel River bridge, Highway No. 69, Trans-Canada, Huntsville district.



Highway No. 69, Trans-Canada, at Portage Creek, showing zone striping.

DISTRICT No. 13—NORTH BAY

Maintenance

A total of 57.8 miles of King's Highways and secondary roads were brush sprayed. A fruit spray gun was added to the brush spraying equipment and excellent results were obtained.

Major bridge repairs were carried out by day labour at the Petawawa River Bridge on Highway No. 17.

The bridge painting contract for 8 bridges was completed.

An over-night park was constructed at Holdridge Creek on Highway No. 64.

Illumination of the intersection of the North Bay By-Pass and Fisher St. entrance was put into operation.

Grading and Culverts

Hwy. No.		Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. This Year
11	Wasi River south.....	2.5	1954	1.6	0.9
11	Trout Creek to Powassan.....	7.3	1955	.....	4.0
	Powassan diversion.....	4.0	1955	.....	3.0
11	2.5 mi. south of Wasi to 5.5 mi. south of Wasi.	3.0	1954	0.3	2.7
17	Tucker Creek to Chalk River.....	1.75	1954	0.17	1.58
17	1 mi. west of Petawawa to 1 mi. east of Chalk River.....	7.31	1955	.....	5.0
11	Access Rd. DuPont Co. to North Bay By- pass 5 mi. e.....	0.13	1955	.....	0.15
11	Access Rd. Johns-Manville to North Bay By-pass Gormanville Rd.....	0.25	1955	.....	0.25

Secondary Roads

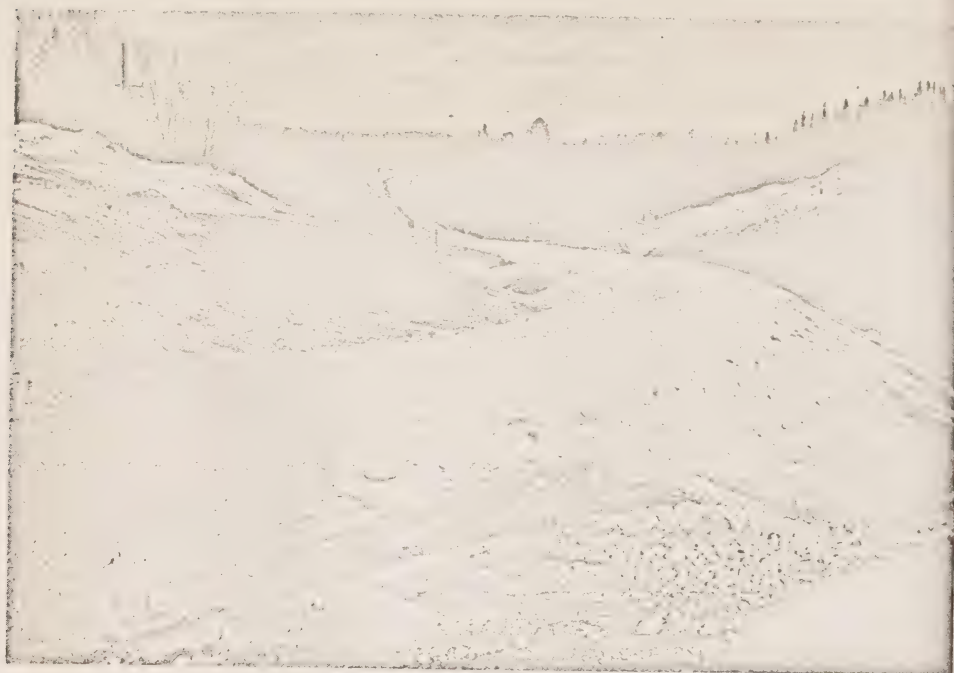
	Hagar to St. Charles Rd.....	0.5	1955	.....	0.5
	TOTAL.....				18.06

Mining Roads

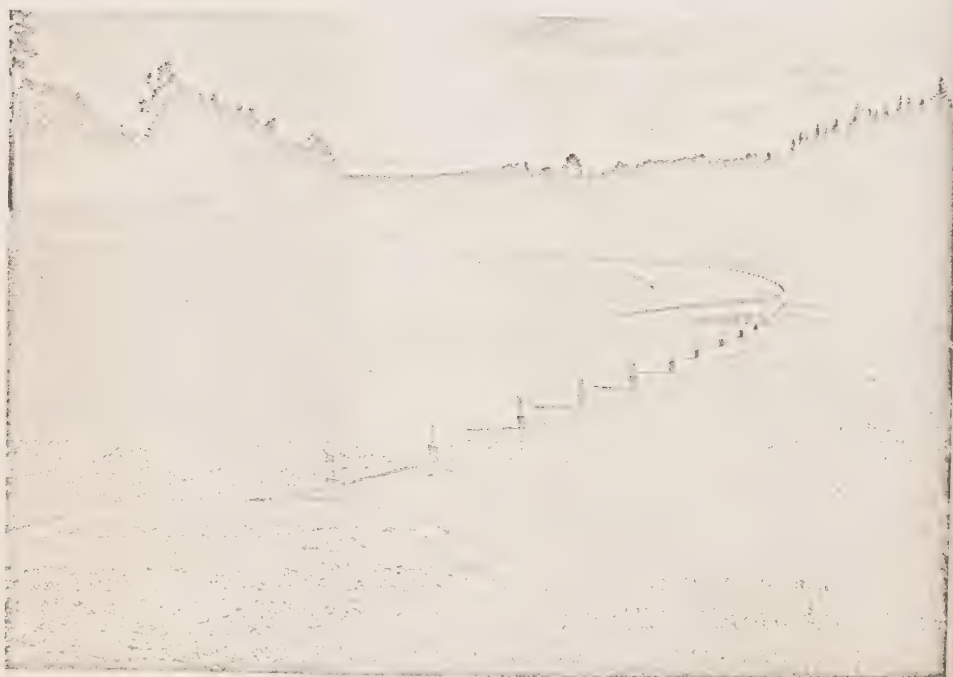
	North of Mattawa Harrington Cr. to Timber Lake North.....	23.5	1954	10.0
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Granular Base Laid on New Grading

Hwy. No.		Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. This Year	Tons Placed This Year
11	Wasi River south.....	2.5	1954	1.6	0.9	56,000
11	Wasi River south.....	2.5	1954	1.6	2.5	19,000
11	Trout Creek to Powassan.....	7.3	1955	.....	4.0	24,000
	Powassan Diversion.....	4.0	1955	.....	3.0	19,000
11	2.5 mi. south of Wasi to 5.5 mi. south of Wasi.....	3.0	1954	0.3	2.7	18,000
11	2.5 mi. south of Wasi to 5.5 mi. south of Wasi.....	3.0	1954	0.3	2.7	112,510
17	Tucker Creek to Chalk River.....	1.75	1954	0.17	1.58	20,084
11	Access Rd. Dupont Co. to North Bay By-pass 5 mi. e.....	0.13	1955	.....	0.13	4,060
11	Access Rd. Johns-Manville Co. to North Bay By-pass Gorman- ville Rd.....	0.25	1955	.....	0.25	8,050
11	Trout Creek to Powassan .....	.....	.....	.....	.....	.....
	Powassan Diversion .....	.....	.....	.....	.....	.....



Secondary Road west of Trout Creek, North Bay District, with grading completed.



Same area, with mulch surface treatment, sodding and guide posts



Grading, Highway No. 11, North Bay district.

Hwy. No.	Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. This Year	Tons Placed This Year
Secondary Roads					
Hagar to St. Charles.....	0.50	1955	.....	0.5	3,298
TOTALS.....				18.26	284,002

Granular Base Laid Where No Grading Was Done

17	North Bay to Laronde Creek.....	10.0	1955	10.0	41,300
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Gravelling Contracts Not Including Granular Base

17	1 mi. west of Petawawa to Pt. Alexander.....					5,000
Secondary Roads						
	Verner to Noelville.....	30.6	1955	.....	30.6	15,000
	Trout Creek to Loring.....	35.0	1955	.....	35.0	10,000
	Noelville to Wolseley Bay and Pine Cove.....	11.8	1955	.....	11.8	10,000
	Powassan to Restoule.....	19.0	1955	.....	19.0	10,000
	Sturgeon Falls to Holdridge Creek.....	17.0	1955	.....	17.0	10,000
	St. Charles to Noelville.....	18.6	1955	.....	18.6	10,000
	Trout Creek to Loring.....	35.0	1955	.....	35.0	10,000
	TOTALS.....				167.0	80,000

Bituminous Pavement Built

17	North Bay to Laronde Creek.....	10.0	1955	10.0	31,000
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Bituminous Cold Mix Surface (Road Mix Mulch)

Hwy. No.		Miles Compl. This Year	Tons Placed This Year
64	West Arm Narrows.....	5.0	7,500
17	Cache Bay (Old Highway No. 17).....	1.3	1,950
522	Loring to Port Loring (secondary road).....	1.5	3,562
11	Wasi River south.....	2.5	4,250
11	2.5 mi. south of Wasi River to 5.5 mi. south of Wasi.....	3.0	5,100
17	Tucker Creek to Chalk River.....	1.75	3,900
TOTALS.....		15.05	26,262

Bituminous Surface Treatment

Hwy. No.		Miles Com- pleted This Year	Gals. Pit. Used This Year	Tons Chips Used This Year
17	East of Pimisi Fay.....	0.3	900	48
11	Callander to .2 mi. north.....	0.2	800	60

Secondary Roads

	Arnstein to Port Loring.....	3.5	9,225	474
	Trout Creek west for 3.5 mi.....	3.5	10,123	528
	Airport Road.....	0.5	1,750	108
	Temiskaming Hill to approx. 4 mi. s.w. of Temiskaming.....	0.7	2,150	286
	Neelville Village.....	0.3	1,100	39
TOTALS.....		9.0	26,048	1,543

Bituminous Prime on Gravel Surfaces

64	Sturgeon Falls to Holdridge Creek.....	26.2	52,000	3,286
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Secondary Roads

539	Field to River Valley.....	9.7	28,500	997
534	Powassan to Restoule.....	21.9	84,700	2,445
TOTALS.....		57.8	175,200	6,728

Totals of Other Work Done on District No. 13

Class of Work	Total No.	Tons	Miles
Right-of-way fence erected.....	.....	.....	34.15
Calcium dust layer on gravel roads.....	.....	1,151.7	214.45
Calcium for de-icing roads.....	.....	3.0	various
Salt for de-icing roads (raw).....	.....	3,100	359
Salt in sand stockpiles.....	.....	1,944	.....
Sand for winter maintenance.....	.....	45,937	.....
Snow fence erected, dismantled and stored.....	.....	.....	54.2
Snow hedges planted this year.....	.....	.....	3.2
Roads snowplowed and kept open (King's Highways).....	.....	.....	359
Roads snowplowed and kept open (secondary roads).....	.....	.....	206
New buildings erected this year.....	4	.....	.....
Roadside picnic places maintained.....	51	.....	.....
Off-road parks maintained.....	7	.....	.....
Scale houses maintained.....	2	.....	.....
Seeding by department forces..... (sq. yds.)	327,668	.....	.....
Zone painting — King's Highways..... (gals.)	3,732	.....	311
Zone painting — secondary roads..... (gals.)	336	.....	28
Signs erected and replaced.....	3,181	.....	.....
Automatic signals, R.R. crossings.....	1	.....	.....
Routine maintenance, King's Highways.....	.....	359	.....
Routine maintenance, secondary roads.....	.....	206	.....
Mining roads built.....	.....	10.0	.....



Highway No. 11 south of Callander, mulch, zone striping.

DISTRICT No. 14—NEW LISKEARD

Construction

Thirty-four miles of Highway No. 11 between Temagami and Wavell were repaved with asphaltic concrete and widened from twenty to twenty-two feet. Paving and widening was commenced late in the season on an additional ten miles from Latchford southerly and will be completed in 1956.

Considering the facts that the ground was frozen, and snow fell almost continuously, and the temperature often dropped to 5 - 10 degrees above zero, the results obtained proved quite satisfactory.

The abutments and piers were constructed for the new bridge over the Driftwood River at Monteith. The structure is on a new alignment of Highway No. 11 between Matheson and Porquis Junction and when the grading and paving is completed this section will replace twenty miles of the present No. 11 highway from Matheson to Porquis Junction.

Good progress was made on seven miles of heavy grading on Highway No. 66 between Kirkland Lake and Highway No. 11. When this work is completed in 1956, it will eliminate one of the poorest sections of highway that remains in the north.

Clearing was completed in preparation for construction of a mining access road to Foleyet. For a short time during the winter a temporary road was open to provide Foleyet with their first overland link with Timmins.

Maintenance

Routine maintenance was performed on all King's Highways and secondary roads in the District, including the newly acquired mining access roads to Gogama and West from Warren Lake. These two latter are now secondary roads.

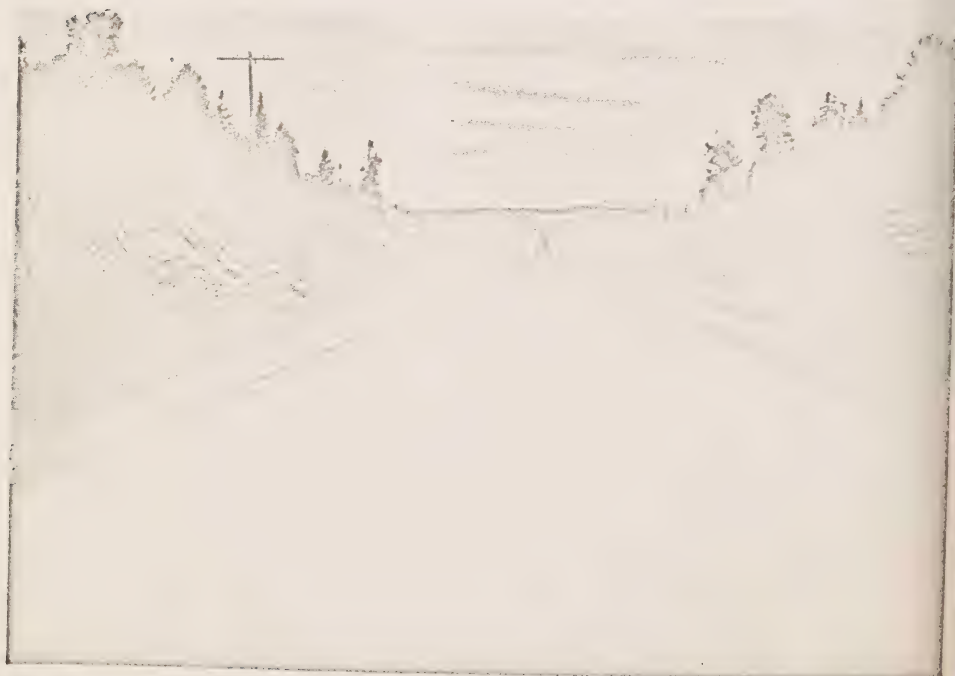
The spring break-up was easy and was followed by an unusually dry summer. While this favoured priming and mulching operations it caused difficulty in maintaining gravel surfaces.

An experimental stretch of Caragana snow-hedge was planted on Highway No. 11.

The winter just past was rather unusual inasmuch as 75% of the snow fall occurred before Christmas. There was a minimum of freezing rain and sleet and all paved roads were kept bare for the bulk of the winter.

Grading and Culverts

Hwy. No.		Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. This Year
66	Kirkland Lake to Hwy. No. 11.....	7.65	1955	.....	2.8
Development Roads					
	Airport Rd., Timmins to Jessop Township....	5.0	1955	.....	3.0
	Larder Lake Rd. to Englehart.....	12.0	1955	.....	9.0
	Hwy. No. 11 to Hilliard Twp.....	6.0	1955	.....	6.0
	Casey Twp.....	4.0	1955	.....	4.0
	Kerns Twp. to Milberta Rd.....	1.0	1955	.....	1.0
	Harley Twp.....	2.0	1955	.....	2.0
	Brethour Twp.....	3.0	1955	.....	3.0
	TOTAL				28.0



Hot mix paving, Highway No. 11, north of Temagami, New Liskeard district.

REPORT UPON HIGHWAY

Granular Base Laid on New Grading

	Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. This Year	Tons Placed This Year
Kirkland Lake to Hwy. No. 11....	7.65	1955	.....	2.5	52,200
Development Roads					
Larder Lake Rd. to Englehart....	12.0	1955	.....	9.0	10,000
Airport Rd., Timmins to Jessop Township.....	5.0	1955	.....	3.0	5,000
TOTALS				14.5	67,200

Granular Base Laid Where No Grading Was Done

Temagami to 10 mi. north.....	10	1955	.....	6.9	137,500
Latchford to 10 mi. south.....	10	1955	.....	7.0	85,100
Kenogami to 12 mi. south.....	12	1955	.....	7.3	44,400
7 mi. west of New Liskeard to 12 mi. west of New Liskeard....	5	1955	.....	5	33,185
Kenogami to 12.5 mi. north.....	12.5	1955	.....	1.7	20,200
Elk Lake to 10 mi. west.....	10	1955	.....	10	27,365
Jct. Hwy. No. 11 7 mi. west.....	7	1955	.....	7	16,155
Jct. Hwy. No. 11 to Westree and Gogama.....	148.8	1955	.....	100	44,585
Jct. Hwy. No. 11 9 mi. north of New Liskeard to Jct. Hwy. No. 11 at Heaslip.....	17.54	1955	.....	7.54	9,480
Jct. Sec. Rd. 562 to Jct. Hwy. No. 11 at Earleton.....	12.0	1955	.....	8.0	8,062
Jct. Hwy. No. 101, Shillington to Jct. Hwy. No. 11 at Monteith	7.4	1955	.....	7.4	2,604
Warren Lake to Jct. Spruce Falls Rd.....	21.0	1955	.....	21.0	4,537
TOTALS				188.84	433,173

Gravelling Contracts Not Including Granular Base

1 Temagami to 10 mi. north.....	10	1955	.....	6.9	193,700
1 Latchford to 10 mi. south.....	10	1955	.....	7.0	137,100
1 Kenogami to 12 mi. south.....	12	1955	.....	7.3	124,400
1 Kenogami to 12.5 mi. north.....	12.5	1955	.....	1.7	49,500
56 Kirkland Lake to Hwy. No. 11....	7.65	1955	.....	2.5	81,700
57 (now 101) Pamour to Timmins....	11.0	1955	.....		73,500

Development Roads

Harley Twp. from Hwy. No. 11..	2.0	1955	.....	2.0	2,000
Hilliard Twp.....	6.0	1955	.....	6.0	5,000
Milberta Rd. to Kerns Twp.....	1.0	1955	.....	1.0	1,000
Casey Twp.....	4.0	1955	.....	4.0	8,000
TOTALS				38.4	675,900

Bridges Built

	Type	
Secondary Road		
67 North Cobalt (Lot 13, Con. 11, Twp. of Bucke).....	Timber trestle with laminated deck	completed
Development Road		
Milberta Rd.....	Failey Bridge	completed



Resurfacing on Highway No. 11, near Kenogami, New Liskeard district.



Heavy construction, Highway No. 66, east of Swastika, New Liskeard district.

REPORT UPON HIGHWAY

Bituminous Pavement Built

	Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. This Year	Tons Placed This Year
Kenogami to 12 mi. south.....	12	1955	.....	2	24,765
Kenogami to 12.5 mi. north.....	12.5	1955	.....	11.7	33,840
TOTALS				13.7	58,605

Bituminous Cold Mix Surface (Road Mix Mulch)

	Miles Compl. This Year	Tons Placed This Year
7 mi. east of Matheson to 10 mi. east of Matheson.....	6.0	8,400
Timmins west.....	4.5	6,800
Elk Lake west.....	10.3	15,500

Secondary Road

Hwy. No. 112 south.....	11.2	13,500
TOTALS	32.0	44,200

Bituminous Resurfacing Old Pavements

Temagami to 10 mi. north.....	10	27,939
Latchford to 10 mi. south.....	.....	10,366
TOTALS	10	38,305

Bituminous Prime on Gravel Surfaces

	Miles Com- pleted This Year	Gals. Bit. Used This Year	Tons Cover Used This Year
7 mi. west of New Liskeard to Elk Lake.....	36	.....	.....
Jct. Hwy. No. 65 east.....	8	.....	.....
Matheson east for 4 miles	28	77,223	.....
Porquis west for 10 miles			
Hwy. No. 67 to No. 101 for 6 miles			
Englehart to Charlton, 8 miles			

Secondary Roads

Charlton North to Hwy. No. 11.....	12	192,908	2,830
Jct. Hwy. No. 11 9 mi. north to New Liskeard northerly	12		
Jct. Hwy. No. 65 north towards Earleton.....	5		
TOTALS	101	270,131	2,830

Crushed Gravel and Stone on Roads by Department Forces

	Tons on Road
Lorrain Road, North Cobalt.....	11,300

Maintenance of Snow Hedges Planted to Date

New Liskeard to Englehart
East of New Liskeard to Quebec Boundary

Snow Hedges Planted This Year

Armstrong Township for 1 mile

Equipment Storage Houses

Garage at Shining Tree (incomplete)
Nine garages to date.

Totals of Other Work Done on District No. 14

Class of Work	Total No.	Tons	Miles
Right-of-way fence erected.....			4.0
Calcium dust layer on gravel roads.....		670.65	300
Calcium for de-icing roads.....		30.95	39.3
Salt for de-icing roads (raw).....		2,009.25	
Salt in sand stockpiles.....		2,190.11	
Sand for winter maintenance.....		6,901.0	
Snow fence erected, dismantled and stored.....			95
Snow hedges planted this year.....			1
Roads snowplowed and kept open (King's Highways).....			402
Roads snowplowed and kept open (secondary roads).....			265
Shrubs received and planted.....	7,000		
New buildings erected this year..... (incomplete)	1		
Roadside picnic places maintained.....	21		
Off-road parks maintained.....	6		
Scale houses maintained.....	3		
Zone painting — King's Highways..... (gals.)	3,195		298.6
Signs erected and replaced.....	1,055		
Routine maintenance, King's Highways.....			417.55
Routine maintenance, secondary roads.....			317.34
Development roads built.....			28.0
Bridges built.....	2		

DISTRICT No. 16—COCHRANE

Maintenance

Two additional truck snow plows were in operation which greatly speeded up the removal of snow during storms.

The greater amount of pavement increased the amount of salt as raw chemical used over previous years, and cut down on the amount of treated sand used.

Grading and Culverts

Hwy. No.		Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. This Year
11	Smooth Rock Falls to Strickland.....	10.4	1952	10.3	.1
	Cochrane to 6 miles west.....	6.0	1954	5.9	.1
	Cochrane 6-10.5 mi. west.....	4.5	1955	.....	4.0
	TOTAL.....				4.2

Development Roads

	Smooth Rock Falls to Smooth Rock Falls Jct.....	3	1955	.....	3
	Remi Lake Sec. Rd. to Remi Lake Public Park.....	2.7	1955	.....	2.5
	Clergue Twp. — Monteith Rd., Lot 5, between Con. I and II.....	2	1955	.....	2
	TOTAL.....				7.5

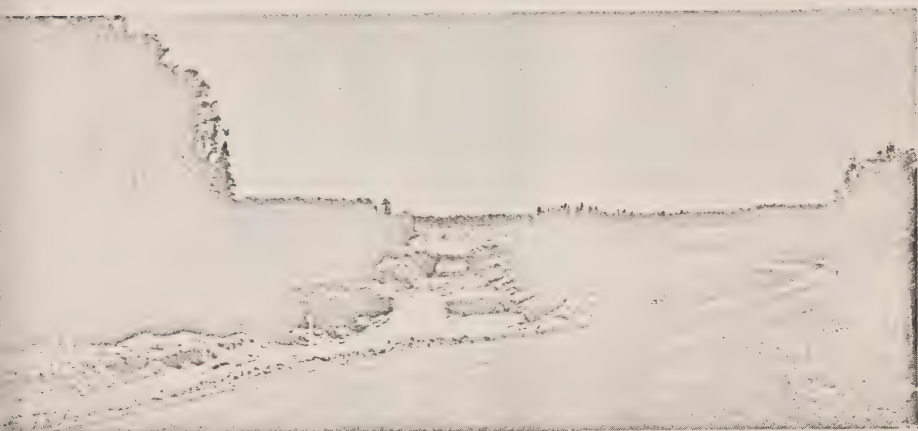
Granular Base Laid on New Grading

Hwy. No.	Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. This Year	Tons Placed
	Cochrane 6-10.5 miles west.....	4.5	1955	4.0	180,000

REPORT UPON HIGHWAY



Bailey Bridge over Shekok River, west of Hearst, Highway No. 11, Cochrane district.



Grading Highway No. 11, Cochrane district.



Grading, Highway No. 11, eight miles west of Cochrane.

Granular Base Laid Where No Grading Was Done

Hwy. No.		Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. This Year	Tons Placed This Year
11	Longlac East 15-25 miles.....	10	1953	8	2	2,605
	Longlac East 41-51 miles.....	10	1954	6	4	11,455
	Longlac East 51-65 miles.....	14	1954	.....	14	22,389
	Longlac East 84-103 miles.....	19	1955	.....	19	30,298
	Longlac East 103-118 miles.....	13	1955	.....	13	25,317
	Longlac East 118-131 miles.....	13	1955	.....	13	18,359
	Cochrane for 6 miles w.....	6	1955	.....	6	10,047
	S. Rock Falls to Strickland.....	10.4	1955	.....	9	10,553
	*Longlac East 31-37 miles.....	6	1955	.....	6	85,460
	*Longlac East 37-43 miles.....	6	1955	.....	5.9	59,749
	*Longlac East 43-49 miles.....	6	1955	.....	6	64,432
	*Longlac East 49-55 miles.....	6	1955	.....	2.5	46,128
	D.H.O. Asphalt Plant Longlac Hearst.....	132	1955	.....	36	122,327
	TOTALS.....				136.4	509,119

* Gran. "A" includes stockpiles for shoulders.

Gravelling Contracts Not Including Granular Base

11	Smooth Rock Falls to Strickland	10.4	1952	10.3	.1	11,346
11	Longlac East 15-25 miles.....	10	1953	8	2	151
11	Longlac East 41-51 miles.....	10	1954	6	4	869
11	Longlac East 51-65 miles.....	14	1955	.....	14	1,361
11	Longlac East 84-103 miles.....	19	1955	.....	19	999
11	Longlac East 120-133 miles.....	13	1955	.....	13	2,791
11	Longlac East 105-118 miles.....	13	1955	.....	13	3,680
11	Cochrane 6 miles west.....	6	1955	.....	6	11,470
11	Smooth Rock Falls to Strickland	10.4	1955	.....	10	11,569
11	Kapuskasing to Opasatika.....	20	1955	.....	20	25,000
11	Kapuskasing to Nagagami Riv..	20	1955	.....	20	20,000
11	Mattice to Kabinakagami Riv..	40	1955	.....	40	30,000
11	Cochrane west 10-30 miles.....	20	1955	.....	20	10,000
11	Opasatika to Mattice.....	20	1955	.....	20	3,700
11	Lac Ste. Therese to Coppell.....	26	N.S.	.....	.....	.....

Secondary Roads

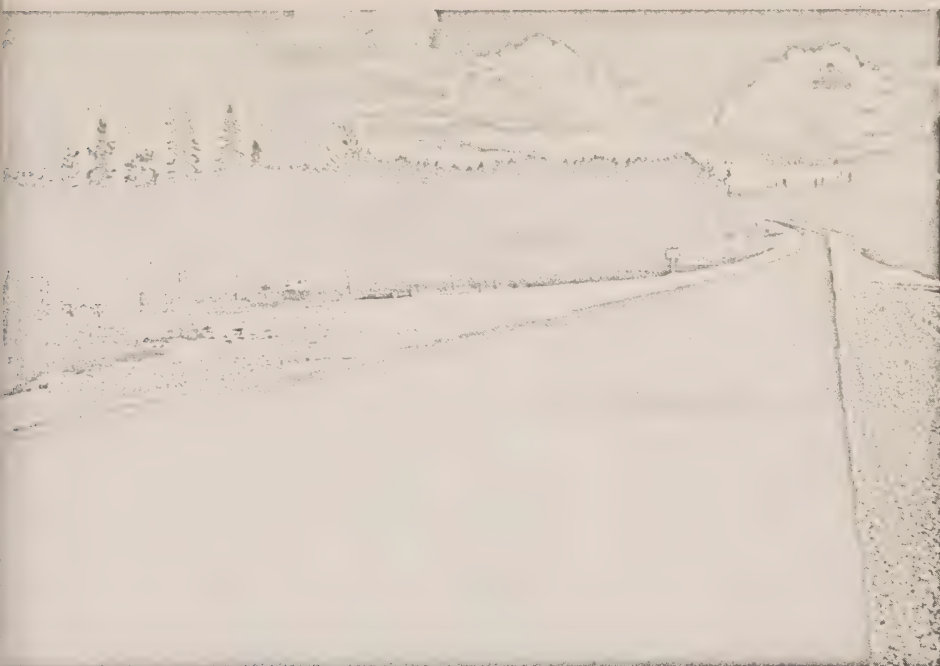
574	Cochrane to Norembega.....	18	1955	.....	18	10,000
579	Cochrane to Gardiner.....	18	1955	.....	18	10,000
	TOTALS.....				237.1	152,936

Bituminous Pavement Built

11	Longlac to Hearst.....	132	1954	5.5	37	87,402
11	Cochrane to 6 miles west.....	6	1955	.....	6	15,742
11	Smooth Rock Falls to Strickland	10.4	1955	.....	9	22,410
	TOTALS.....				52	125,554

Crushed Gravel and Stone on Roads by Department Forces

Hwy. No.					Tons Placed This Year
11	Iroquois Falls to Strickland				8,329
11	Kapuskasing 43 miles east of Longlac.....				24,959
Secondary Roads					
575	Cochrane to Norembega (18.5 mi.).....				113
579	Cochrane to Gardiner (19.5 mi.).....				120
583	Meade to Lac Ste. Therese (30.2 mi.).....				8,822
	TOTAL.....				42,343



New pavement and roadside park at Klotz Lake, Highway No. 11, Cochrane district.

Totals on Other Work Done on District No. 16

Class of Work	Total No.	Tons	Miles
Right-of-way fence erected.....			2.34
Calcium dust layer, gravel roads.....		1,657	316.4
Calcium for de-icing roads.....		26	
Salt for de-icing roads (raw).....		696	
Salt in sand stockpiles.....		508	
Sand for winter maintenance.....		7,119	
Snow fence erected, dismantled, stored.....			52.90
Roads snowplowed and kept open (King's Highways).....			314
Roads snowplowed and kept open (secondary roads).....			72
New buildings erected this year.....	6		
Roadside picnic places maintained.....	10		
Off-road parks maintained.....	1		
Scale houses maintained.....	2		
Line painting — King's Highways.....(gals.)	1,200		100
Line painting — secondary roads.....(gals.)	40		3
Signs erected and replaced.....	1,347		
Routine maintenance, King's Highways.....			307.84
Routine maintenance, secondary roads.....			76.89
Development roads built.....			7.5

DISTRICT No. 17—SUDBURY

Maintenance

Shoulders on about 15 miles of road were seeded using Department-owned hydraulic seeding equipment and good results were obtained.

Three new 5-ton trucks and a 10-ton truck were received this year as replacements for older equipment. Three Century spreaders for winter sanding

and a Cleaver Brooks tank car heater were also received. The King low bed trailer was converted to tandem from single axle to facilitate the movement of larger equipment.

Granular Base Laid on New Grading

Hwy. No.		Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. This Year	Tons Placed This Year
	From Hwy. No. 17 to Creighton....	3.44	1955	.....	.....	25,240

Granular Base Laid Where No Grading Was Done

69	Wanapitei R. north to Four Corners, 2 mi. S. of Sudbury....	11.7	1955	.....	11.7	25,831
69	Wanapitei River south 14.4 mi....	14.4	1955	.....	14.4	2,274
17	Copper Cliff westerly 1.9 mi....	1.9	1955	.....	1.9	23,522
69	Hammer westerly 3 mi....	3.0	1955	.....	3.0	30,592

Secondary Roads

544	Larchwood to Levack.....	12.5	1955	.....	12.5	9,994
544	Murray Mine to Azilda.....	3.5	1955	.....	3.5	28,892

Development Roads

198	Chelmsford towards Val Caron....	4.25	1955	.....	3.5	65,192
TOTALS.....					47.0	186,297

Gravelling Contracts Not Including Granular Base

68	Espanola South.....	23	1955	.....	23	20,000
17	Sudbury Hagar, etc.....	41	1955	.....	41	15,000

Secondary Roads

	Sheguindah to Manitowadge.....	15.8	1955	.....	15.8	15,000
	Larchwood to Levack.....	12.5	1955	.....	12.5	15,000
	Gore Bay to Silverwater.....	39	1955	.....	39	10,005
	Little Current westerly 12.5 mi....	12.5	1954	.....	12.5	5,000
	Gore Bay easterly 8.6 mi....	8.6	1954	.....	8.6	25,000
	Hammer westerly 3 miles.....	3.0	1955	3.0	1,358
	Murray Mine to Azilda.....	3.5	1955	3.5	5,971

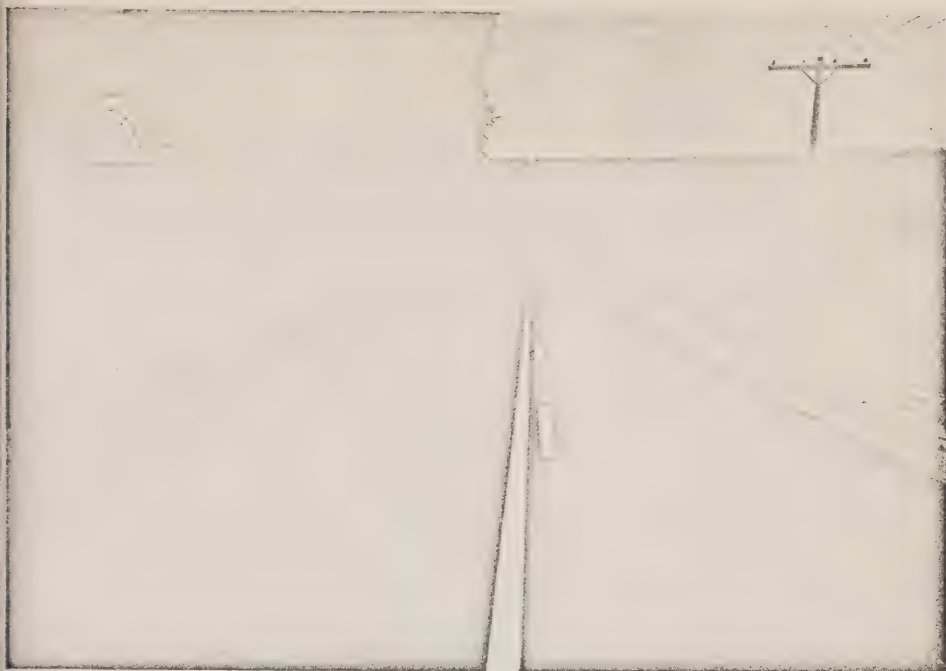
TOTALS.....					158.9	112,334
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Bridges Built

Hwy. No.					Type
17	Copper Cliff, Lot 1, Con. 1, Snider Twp.....				Overhead
69	Wanapitei River, Lot 1, Con. 1, Dill Twp.....				Bayley

Bituminous Pavement Built

Hwy. No.		Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. This Year	Tons Placed This Year
69	Wanapitei River, north to Four Corners, 2 mi. S. of Sudbury....	11.7	1955	.....	11.7	27,492
69	Wanapitei River south 14.4 mi....	14.4	1955	base	14.7	15,885
17	Copper Cliff westerly for 1.9 mi....	1.9	1955	base	1.9	2,451
TOTALS.....					18.0	45,828



Fresh zone striping on Secondary Road, east of Gore Bay, Manitoulin Island, Sudbury district.



New bridge under construction over Spanish River, near Nairn, Highway No. 17,
Trans-Canada, Sudbury district.

Bituminous Cold Mix Surface (Road Mix Mulch)

Hwy. No.		Miles Compl. This Year	Tons Placed This Year
540	Little Current to West Bay.....	15	22,500
540	Kagawong to Gore Bay.....	10	15,000
540	Meldrum Bay.....	.5	800
68	Whitefish Falls.....	1.0	1,500
544	Murray Mine to Azilda.....	3.0	4,500
TOTALS.....		29.5	44,300

Bituminous Surface Treatment

Hwy. No.		Miles Com- pleted This Year	Gals. Bit. Used This Year	Tons Chips Used This Year
68	Little Current north.....	10.7	36,388	1,446
69	Sudbury to Four Corners.....	2	6,348	322.7

Secondary Roads

544	Azilda to Larchwood.....	10	35,887	1,402.2
545	Hanmer to Bailey's Corners.....	7	18,059	795.8
541	Hwy. 17 to Falconbridge.....	8.3	19,900	1,046.3
540	West Bay East.....	3.5	9,205	523.6
TOTALS.....		41.5	125,787	5,536.6

Bituminous Prime on Gravel Surfaces

Hwy. No.		Miles Com- pleted This Year	Gals. Bit. Used This Year	Tons Cover Used This Year
68	Espanola to Lewis Lake.....	23	70,436	1,053
68	Sheguinda to South Baymouth.....	38	105,825	1,739

Secondary Roads

541	Falconbridge to Bailey's Corners.....	3.6	11,010	167
549	Hwy. No. 17 to Penage Lake.....	9.0	27,472	414
544	Larchwood to Levack and Windy Lake.....	15.0	45,556	688
551, 542	West Bay to Tehkummah.....	25	76,493	1,144
551, 542	Mindemoya to Providence Bay and Spring Bay.....	14.0	42,485	642
TOTALS.....		127.6	379,275	5,847

Totals of Other Work Done on District No. 17

Class of Work	No.	Gals.	Tons	Miles
Granular base on new grading.....	.....	.....	25,240	.....
Granular base on old grading.....	.....	.....	186,297	47.0
Crushed gravel and stone (by contract).....	.....	.....	112,334	158.9
Crushed gravel and stone (by dept. forces).....	.....	.....	83,400	.....
Bituminous hot mix pavement.....	.....	.....	45,828	18
Bituminous mulch and cold mix.....	.....	.....	44,300	29.5
Bituminous surface treatment (chips).....	.....	125,787	5,537	41.5
Bituminous prime, gravel roads (cover).....	.....	379,275	5,847	127.6
Right-of-way fence erected.....	.....	.....	.....	20
Calcium dust layer, gravel roads.....	.....	.....	930	313
Salt for de-icing roads (raw).....	.....	.....	3,720	.....
Salt in sand stockpiles.....	.....	.....	1,160	.....
Sand for winter maintenance..... (cu. yds.)	20,000	.....	.....	.....
Snow fence erected, dismantled, stored.....	.....	.....	.....	73
Roads snowplowed and kept open (King's Hwys).....	.....	.....	.....	235.4
Roads snowplowed and kept open (sec. roads).....	.....	.....	.....	276.6
New buildings erected this year—salt storage sheds.....	3	.....	.....	.....
Roadside picnic places maintained.....	5	.....	.....	.....
Off-road parks maintained.....	3	.....	.....	.....

Scale houses maintained.....	2	.....	.....
Seeding by department forces.....(sq. yds.)	260,000	.....	.....
Zone painting—King's Highways.....	1,200	.....	111.60
Zone painting—secondary roads.....	996	.....	84.93
Signs erected and replaced.....	3,464	.....	.....
Automatic signals, R.R. crossings, this year.....	2	.....	.....
Routine maintenance, King's Highways.....	.....	.....	235.4
Routine maintenance, secondary roads (not compl.).....	.....	.....	276.6
Development roads built (1 sect.).....	.....	.....	4.25
Bridges built.....	2	.....	.....

DISTRICT No. 18—BLIND RIVER

Maintenance

Five new patrols were added to the District making a total of 14, an average mileage for each of 45.

General foremen have been appointed maintenance supervisors, each supervising the work of 4 or 5 patrolmen. In this way we hope to increase the efficiency of our maintenance effort.

Experiments were carried out during the winter to try and cut down the amount of material used for winter maintenance without lowering our present standard. It was found that individual attention by patrolmen and maintenance supervisors as to the time and amount of application was very essential.

Grading and Culverts

Hwy. No.		Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. This Year
17	Agawa River south for 3.1 mi.....	3.1	1954	1	2.1

Granular Base Laid on New Grading

Hwy. No.		Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. This Year	Tons Placed This Year
17	Agawa River south for 3.1 mi.....	3.1	1954	....	3.1	17,500

Gravelling Contracts Not Including Granular Base

17	Agawa River south for 3.1 mi.....	3.1	1954	....	3.1	7,400
17	Sault Ste. Marie 12 mi. north.....	12.0	1955	....	12	5,000

Secondary Roads

50	Sault Ste. Marie to Gros Cap.....	.....	1955	....	12	10,000
48	St. Joseph's Island 5 mi. south of Hilton Beach to Jct. Tenby Bay Rd.....	.....	1955	....	.....	15,000
TOTALS.....					27.1	37,400

Bridges Built

Hwy. No.		Type
17	Temporary Birch Creek Bridge near Webbwood (Hallam Twp.)	Trestle Bridge



Grading completed on Highway No. 17, Blind River District.



Same area with mulch and guard posts added, north of Montreal River.



Bailey bridge and new bridge under construction at Birch Creek, Highway No. 17, Blind River district.

Bituminous Cold Mix Surface (Road Mix Mulch)

	Miles Compl. This Year	Tons Placed This Year
7 Montreal River to 10 miles north.....	10	15,000

Bituminous Surface Treatment

	Miles Com- pleted This Year	Gals Bit. Used This Year	Tons Chips Used This Year
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Secondary Roads

9 Mile 8 to Mile 28.....	20	57,906	3,125
8 Highway 17 to 2½ miles south.....	2.5	7,000	375
TOTALS.....	22.5	64,906	3,500

Bituminous Prime on Gravel Surfaces

	Miles Com- pleted This Year	Gals Bit. Used This Year	Tons Cover Used This Year
10 66 miles south of Chapleau to 43 miles south of Chapleau	23	66,907	1,305

Crushed Gravel and Stone on Roads by Department Forces

	Tons on Road
12 mi. north to 16 mi. north from Aubrey Falls.....	1,500
5 Jct. Highway 17 north 10 mi.....	5,500
54 Where required over entire length.....	500
TOTAL	7,500

Totals of Other Work Done in District No. 18

Class of Work	Total No.	Tons	Miles
Calcium dust layer, gravel roads.....	.....	300	150
Salt for de-icing roads (raw).....	.....	1,450	.....
Salt in sand stockpiles.....	.....	550	.....
Sand for winter maintenance..... (cu. yds.)	15,000	.....	.....
Snow fence erected, dismantled, stored.....	.....	.....	15.6
Roads snowplowed and kept open (King's Highways).....	.....	.....	316
Roads snowplowed and kept open (secondary roads).....	.....	.....	313.6
Shrubs received and planted.....	110,600	.....	.....
New building erected this year.....	1	.....	.....
Roadside picnic places maintained.....	14	.....	.....
Off-road parks maintained.....	3	.....	.....
Zone painting—King's Highways..... (gals.)	2,076	.....	241.9
Zone painting—secondary roads..... (gals.)	595	.....	54.7
Signs erected and replaced.....	550	.....	.....
Routine maintenance, King's Highways.....	.....	.....	316
Routine maintenance, secondary roads.....	.....	.....	355.6
Bridges built.....	1	.....	.....

DISTRICT No. 19—FORT WILLIAM

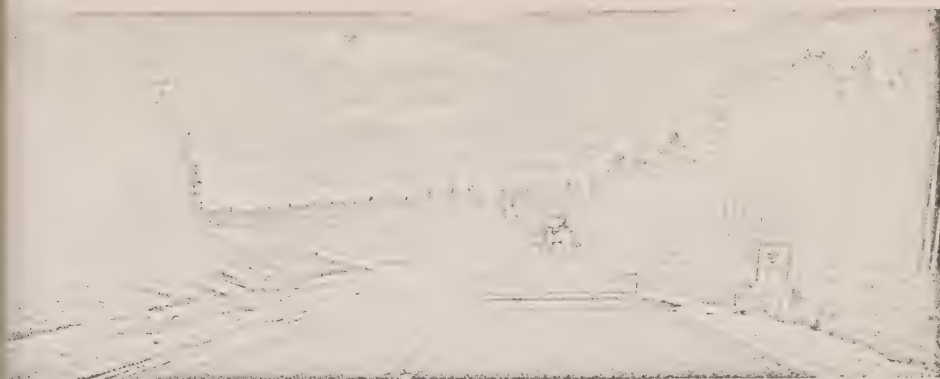
Construction

A Bailey Bridge of triple-double and triple-single construction was built over the Big Pic River by the contractor under grading contract 55-49, Marathon East. This Bailey has a main span of 180 feet resting on two rock filled cribs which are constructed on piles due to the extreme instability of the existing soil.

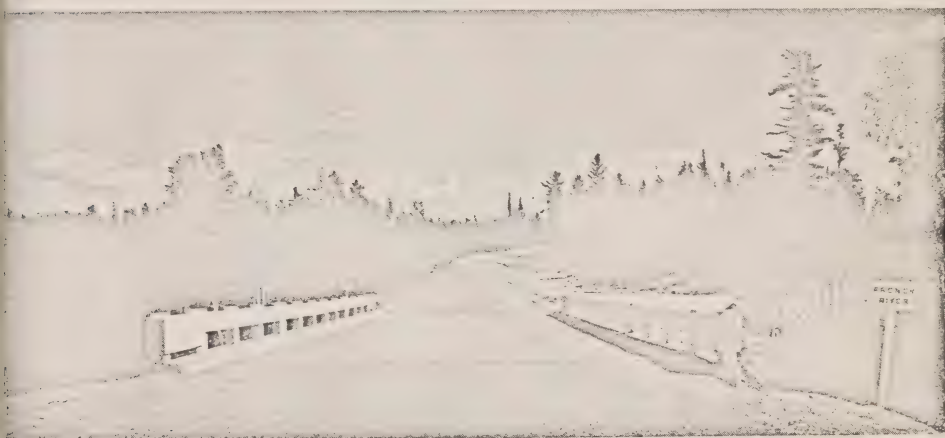
The construction of a number of access roads was undertaken during the



Resurfacing, Highway No. 17, east of Port Arthur, Fort William district.



Spreading calcium, Highway No. 120, east of Atikokan, Fort William district.



Bridge over French River, Highway No. 120, Fort William District.

Work At Lakehead Included These Projects



Quetico Park area, Highway No. 120, boundary between Rainy River and Thunder Bay, Fort William district.

year. These roads have a 22 foot top and are built with a minimum amount of cut and fill. Swamps that could not be grubbed handily were close cut and a mat of brush placed to carry the road and save on the amount of fill required. Fifteen miles of new road was constructed and 29 miles of existing road improved.

Grading and Culverts

Hwy. No.		Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. This Year
17	Sistonen's Corners 6 mi. west.....	6	1953	4.5	1.5
17	Shebandowan Corners to 7 mi. east.....	7	1954	5	2
17	Shabaqua to 7 mi. north.....	7	1955	.....	0.6
17	Sistonen's Corners 5 mi. north.....	5	1955	.....	0.4
17	Marathon 10 mi. east.....	10	1955	.....	4.4
17	White River 8.5 mi. east.....	8.5	1955	.....	1.2
17	White River 10.5 mi. west.....	10.5	1955	.....	0.5
120	Shabaqua Corners west to 7.5 mi.....	7.5	1955	.....	1.0
120	Shabaqua Corners west to 7.5 mi. to 14.5 mi.	7.0	1955	.....	0.2
TOTAL.....					11.8

Granular Base Laid on New Grading

Hwy. No.		Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. This Year	Tons Placed This Year
17	Sistonen's Corners to Finmark....	6	1953	4.5	1.5	33,175
17	Finmark to Shabaqua.....	7	1954	5	2	37,352
TOTALS.....					3.5	70,527

Granular Base Laid Where No Grading Was Done

17A	Port Arthur City Limits to 6 mi. west.....	6	1954	1.2	4.8	17,997
120	Atikokan 15 mi. east.....	15	1955	.....	8.3	51,230
17	Marathon to Little Pic River.....	18	1955	.....	5.5	81,890
17	Little Pic River to Jackfish Lake.	22	1955	.....	5.7	110,582
TOTALS.....					24.3	261,699

Gravelling Contracts Not Including Granular Base

17	Nipigon to Cavers.....	30	1955	.....	30	15,000
120	Shebandowan to 20 mi. west.....	20	1954	10	10	10,000

Secondary Roads

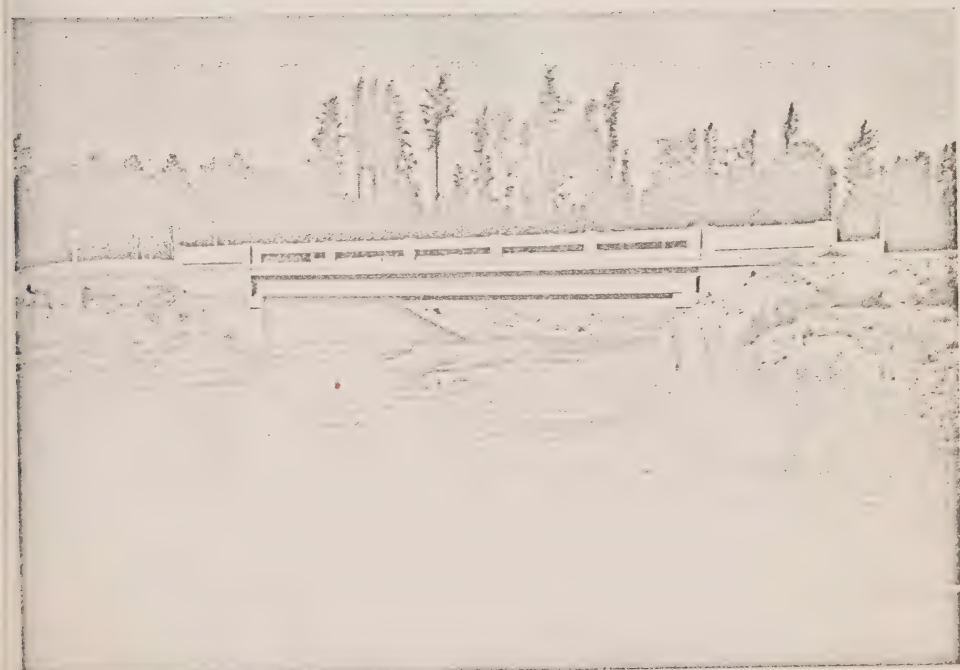
	Silver Islet from 17.....	24.4	1955	.....	24.4	20,000
	Dog and Trout Lake Rds. from 17A to north end.....	23.0	1955	.....	23.0	15,000
TOTALS.....					87.4	60,000

Bituminous Pavement Built

120	Atikokan 15 mi. east.....	10	1955	.....	7.5	19,128
17	Sistonen's Corners to Shabaqua Corners.....	12.88	1955	.....	3	8,397
17	Marathon to Little Pic River.....	18.3	1955	.....	4	9,116
TOTALS.....					14.5	36,641



Early bridge construction at Kashabowie River, Highway No. 120, Fort William district.



Completed bridge over Kashabowie River, near Shebandowan, Fort William district.

Bituminous Cold Mix Surface (Road Mix Mulch)

Various Locations in the form of patches.....	1,080
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Bituminous Resurfacing Old Pavements

Hwy. No.		Miles Compl. This Year	Tons Placed This Year
17A	Port Arthur city limits to 6 mi. west.....	4.8	14,981
17	3.5 mi. east of Port Arthur to 13.5 mi. east.....	10.0	26,398
61	Fort William city limits to 8 mi. south.....	8.0	21,115
TOTALS.....		22.8	62,494

Bituminous Surface Treatment

Hwy. No.		Miles Com- pleted This Year	Gals. Bit. Used This Year	Tons Chips Used This Year
	Oliver Road — Port Arthur city limits to junction Oliver Road Twin City X-Road.....	6.7	41,307	2,358
	Twin City X-Road — Oliver Road to No. 61.....	10.5		
TOTALS.....		17.2	41,307	2,358

Bituminous Prime on Gravel Surfaces

Hwy. No.		Miles Com- pleted This Year	Gals Bit. Used This Year	Tons Sand Used This Year
17	Shabagua to Raith.....	27	407,944	19,480
17A	6.5 mi. west of Port Arthur to 17 and 17A.....	15		
17	Ouimet to Red Rock.....	21		
17	Gravel River to Steel River.....	57		
Secondary Roads				
590	Kakabeka Falls to Nolalu.....	20	407,944	19,480
595	590 to 588.....	12		
608	595 to Highway 61.....			
589, 591	17A to North End.....	12		
582	All of it.....	4.5		
TOTALS.....		191.5	407,944	19,480

Crushed Gravel and Stone on Roads by Department Forces

	Tons on Road
Shebandowan to Atikokan.....	10,000
Nipigon East.....	5,000
Red Rock West.....	5,000
TOTAL.....	20,000

Totals of Other Work Done in District No. 19

Class of Work	Total No.	Tons	Miles
Calcium dust layer, gravel roads.....			784
Salt for de-icing roads (raw).....		2,495	
Salt for sand stockpiles.....		1,000	
Sand for winter maintenance.....		21,000	
Snow fence, erected, dismantled, stored.....			47.89
Snow hedges planted this year.....			2.8
Roads snowplowed and kept open (King's Highways).....			591.2
Roads snowplowed and kept open (secondary roads).....			411.8

New buildings erected this year.....	4		
Roadside picnic places maintained.....	15		
Off-road parks maintained.....	16		
Scale houses maintained.....	1		
Seeding by department forces.....(sq. yds.)	667,920		
Zone painting — King's Highways.....(gals.)	3,368		364.2
Zone painting — secondary roads.....(gals.)	392		39.2
Signs, erected and replaced.....	3,434		
Automatic signals, R.R. crossings, this year.....	2		
Routine maintenance, King's Highway.....			591.2
Routine maintenance, secondary roads.....			411.8
Development roads built.....			25.20
Mining roads built.....			14.75

DISTRICT No. 20—KENORA

Construction

Settlement of heavy rock fills 10 feet to 15 feet above natural ground was experienced on one contract (55-95). Side hill construction to a certain degree, i.e. half of new road, was on good clay while the other half encroached on muskeg material. This was overcome by continual filling until settlement was retarded.

Tandem trucks of about 11 cubic yards capacity were used successfully during the last working season.

Maintenance

The roads between Kenora and Redditt, Dryden and Richan, and Highway 105 and Red Lake Airport which were formerly secondary roads were assumed as King's Highways. The road between Red Lake and Madsen Mine was assumed as a secondary road.

Grading and Culverts

Hwy. No.		Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. This Year
17	6.5 mi. west of Oxdrift to 13.5 mi. westerly....	7	1955	.....	0.5
17	Oxdrift westerly 6.5 mi.....	6.5	1954	.....	6.5

Development Roads

Anderson-Carleton Loop M.D. 54-93 — 1.6 miles.....	1.6	1955	.....	.....
TOTAL				7.0

Granular Base Laid on New Grading

Hwy. No.		Total Miles in Project	Year Com-menced	Miles Compl. Previous Years	Miles Compl. This Year	Tons Placed This Year
17	Oxdrift westerly for 6.5 mi.....	6.5	1954	.....	6.5	210,400

Granular Base Laid Where No Grading Was Done

70	11.5 mi. south of Longbow Cnrs. to 19.5 mi. south.....	8.0	1955	.....	8.0	87,000
70	19.5 mi. south of Longbow Cnrs. to 26.3 mi. south.....	6.8	1955	.....	3.0	28,000
71	Parwick westerly 6.5 mi.....	6.5	1954	3.5	3.0	3,413
17	Martin and Woogna Flats.....	5.0	1955	.....	5.0	5,580
17	Raleigh Falls westerly.....	1.5	1955	.....	1.5	222



Granular base, Highway No. 70, Kenora district.

Roadbuilding Progress in Kenora District



Grading on Highway No. 17, Trans-Canada, Kenora district.



Grading operations, Highway No. 17, Trans-Canada, Kenora district.

119	Jct. Hwy. 17 to Richan.....	13.9	1955	13.9	4,740
72	Patricia Cnrs. south 2 mi.....	2.0	1955	2.0	355
72	17 mi. south of Sioux Lookout to 28 mi. south.....	11.0	1955	11.0	4,160
105	Jct. Hwy. 17 to 7th base line.....	48.4	1955	48.4	3,000
105	7th base line to Red Lake.....	64.0	1955	64.0	27,750
71	Barwick to Rainy River.....	31.0	1955	31.0	3,800

Secondary Roads

21	Sleeman to 9.5 mi. north.....	18.0	1955	9.5	60,018
303	Highway 17 to Dymont.....	3.1	1955	3.1	296
301	Rice Lake Loop.....	16.6	1955	16.6	11,550
305	Eton Rugby Road.....	7.3	1955	7.3	1,845
394	Dryden to Eagle River.....	22.6	1955	22.6	4,420
315	Blackhawk to Clearwater Lake.....	12.9	1955	12.9	5,050
300	Blackhawk westerly 8.5 mi.....	8.5	1955	8.5	2,070
313	Devlin Road north and south.....	25.5	1955	25.5	8,870
317	Stratton to North Branch.....	14.4	1955	14.4	2,500
319	Arbor Vitae Road.....	24.9	1955	24.9	3,940
21	Sleeman Morson Road.....	33.4	1955	33.4	990
23	Rainy River to Harris Hill.....	13.0	1955	13.0	5,560
302	Fort Frances to Emo.....	30.6	1955	30.6	2,810
311	Crozier Road.....	12.7	1955	12.7	231

TOTALS.....				425.8	278,170
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Gravelling Contracts Not Including Granular Base

71	Barwick west for 6.5 mi.....	6.5	1954	6.5	20,747.41
17	Oxdrift west for 6.5 mi.....	6.5	1954	6.5	6,023.20
17	Kenora to Manitoba Boundary.....	32.0	1955	32.0	3,931.16
05	7th base line to Ear Falls.....	17.2	1955	17.2	20,000.54
05	Jct. Hwy. 17, 24 mi. north.....	24.0	1955	24.0	19,999.66
05	24 mi. N. Jct. 17 to 7th base line.....	24.0	1955	24.0	20,013.59
72	Patricia Cnrs. to 20 mi. south and Hwy. 116.....	30.0	1955	30.0	17,999.52
71	Barwick to Fort Frances.....	28.3	1955	28.3	20,008.82
25	Jct. Hwy. 105 to Airport.....	7.2	1955	7.2	9,999.59

Secondary Roads

21	Sleeman to 10 mi. north.....	10.0	1955	10.0	9,999.33
TOTALS.....				185.7	148,722.82

Meeting place of Trans-Canada Highway and Great River Road at Longbow Corners, Kenora District.
The two highways joined here will extend more than 10,000 miles.
Cairn and plaque mark the meeting spot.

Bridges Built

Hwy.
No.

Type

Secondary Road

621 Morson..... Wood Pile

Bituminous Pavement Built

Hwy. No.		Total Miles in Project	Year Com- menced	Miles Compl. Previous Years	Miles Compl. This Year	Tons Placed This Year
71	Barwick westerly for 6.5 mi.....	6.5	1954	.....	6.5	14,909
70	11.5 mi. south of Longbow to 19.5 mi. south.....	8.0	1955	.....	6.5	18,200
TOTALS.....					13.0	33,109

Bituminous Cold Mix Surface (Road Mix Mulch)

Hwy. No.		Miles Compl. This Year	Tons Placed This Year
72	Sioux Lookout Wellington St. Bridge to Front Street.....	1.20	2,432.0
72	Sioux Lookout — Front Street.....	.25	1,450
Secondary Road			
592	Fort Frances easterly 1.1 miles.....	1.10	2,220.0
TOTALS.....		2.55	6,102.0

Bituminous Resurfacing Old Pavements

17	Kenora to the Manitoba border.....	32.0	9,001.18
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Bituminous Surface Treatment

Hwy. No.		Miles Com- pleted This Year	Gals. Bit. Used This Year	Tons 5/8" Used This Year
17	Longbow Corners to George Lake.....	13	40,508	2,439.55
17	Ignace to 26 mi. west.....	24	74,784	3,662.08
71	1 mi. west Devlin to 1 mi. west Barwick.....	14	43,622	2,029.45
TOTALS.....		51	158,914	8,131.08

Bituminous Prime on Gravel Surfaces

Hwy. No.		Miles Com- pleted This Year	Gals. Bit. Used This Year	Tons Sand Used This Year
17	George Lake to Vermilion Pay.....	20.0	47,400	2,000
17	3 mi. east — 10 mi. east Borups Cnrs.....	7.0	16,550	700
71	Barwick to Sleeman (as required).....	4.58	17,400	263
105	Bug River to Ear Falls.....	31.45	111,780	2,195
17	Woogna Flats to 3 mi. west.....	3.0	9,200	240

Secondary Roads

623	Rainy River to 4.26 mi. north.....	4.26	12,260	270
619	Pinewood to 1.3 mi. north.....	1.30	3,300	83
TOTALS.....		71.59	217,890	5,751.0

Crushed Gravel and Stone on Roads by Department Forces

Hwy. No.		Tons on Road
17	Borups Cnrs. to English River	2,115.0
17	George Lake to Vermilion Bay	4,450.0
17	Oxdrift to 6.5 mi. west	3,780.0
17	Shouldering and Frost Boils	3,420.0
105	Highway 17 to 7th base line	4,500.0
105	7th base line to Red Lake	19,500.0
72	Highway 17 to Sioux Lookout	10,400.0
116	Patricia Corners to Hudson	400.0
128	Kenora to Redditt	2,960.0
71	Fort Frances to Sleeman	2,316.0
TOTAL		53,835.0

Secondary Roads

603	Highway 17 to Dymet	237.0
596	Pelatt Road	50.0
504	East Mellick Road	1,480.0
500	Harris Hill to Black Hawk	4,482.0
515	Black Hawk to Clearwater	30.0
513	Devlin Road north and south	450.0
517	Stratton to Northbranch	5,839.0
521	Sleeman to Morson	1,400.0
523	Rainy River to Harris Hill	90.0
502	Emo to Fort Frances	3,460.0
511	Crozier Road	1,460.0
592	Border Mill Road	1,245.0
521	Sleeman 9.5 mi. north	4,920.0
TOTAL		25,143.0
GRAND TOTAL		78,978.0

Totals of Other Work Done in District No. 20

Class of Work	Total No.	Tons	Miles
Right-of-way fence erected			3.0
Calcium dust layer, gravel roads		1,401.20	
Calcium for de-icing roads		21.35	
Salt for de-icing roads (raw)		666.7	
Salt in sand stockpiles		1,978.3	
and for winter maintenance		49,275.0	
Snow fence, erected, dismantled, stored			94.3
Roads snowplowed and kept open (King's Highways)			582.9
Roads snowplowed and kept open (secondary roads)			326.8
New buildings erected this year	13		
Roadside picnic places maintained	12		
Off-road parks maintained	9		
Cattle houses maintained	4		
Feeding by department forces	4,841		
Stone painting — King's Highways	2,894		238.4
Signs, erected and replaced	675		
Routine maintenance, King's Highways			582.9
Routine maintenance, secondary roads			326.8
Lining roads built			5.8
Ridge built	1		

PLANNING AND DESIGN BRANCH

Director of Planning and Design, W. J. FULTON

LOCATION SECTION

Plans and Profiles completed from field surveys during the past year exceeded that of any previous year. A total of 995.5 miles of surveys were run plus the field work entailed in the preparation of some 159 special plans.

A summary and detailed breakdown follows:

	Miles
Plans of existing Highways.....	610.0
Plans of Revisions and proposed Locations.....	217.1
Plans of Revisions and proposed Locations for Trans-Canada Highway.....	58.3
Plans of County and Development Roads.....	95.0
(Existing Road and proposed Locations)	
Cross Sections for Preliminary Engineering.....	15.1
TOTAL.....	995.5
Intersection Plans.....	29.
Bridge Site Plans.....	106.
Board of Railway Commissioners Plans.....	22.
Accident Plans.....	2.
TOTAL.....	159.

Existing Highway Plans

Highway No.		Miles
2	Tilbury to Windsor.....	31.2
2	Paris to Woodstock.....	2.5
2 and 4	London to Lambeth.....	5.2
3	Macey to Winger.....	8.4
4	Village of Teeswater.....	1.6
4	London to Elginfield.....	12.4
6	Guelph to Fergus.....	11.7
7	Brampton to Guelph.....	27.7
7	Langstaffe to Brooklin.....	25.6
7	Elginfield to Ailsa Craig.....	10.2
7	Aux Sable River to Hwy. No. 22.....	11.2
8	Winona to Beamsville.....	5.2
9	Orangeville to Hwy. 104.....	9.4
10	Shelburne to Flesherton.....	16.1
11	Parkersville to Huntsville.....	8.9
17	North Bay to Point Alexander.....	97.1
17	Callum to Wanapitei.....	7.9
18	Leamington to Kingsville.....	13.0
19	Pt. Burwell to Ingersoll.....	31.8
19	Woodstock to Tavistock.....	16.6
21	Goderich to Amberley.....	15.0
21	Forest to Hwy. No. 82.....	11.3
23	Listowel to Teviotdale.....	14.5
26 and 27	Barrie to Midhurst.....	3.4
27	Hwy. 401 to Hwy. No. 7.....	4.4
28	Peterborough to Burleigh Falls.....	18.4
33	Glenora to Kingston.....	15.8
37	Belleville to Corbyville.....	3.9
39	Belle River to Windsor.....	17.5
40	Chatham to Wallaceburg.....	15.6
41	Kaladar to Eganville.....	11.5
42	Athens to Forfar.....	14.0
47	Goodwood to Uxbridge.....	4.5
47	Ringwood to Stouffville.....	2.5
48	Markham to Hwy. No. 12.....	30.0
53	Hwy. No. 20 to Duff's Corners.....	8.2
69	Sudbury to Capreol.....	18.8
89	Rosemont to Primrose.....	8.6
QEW	Hamilton to Niagara Falls.....	38.4
TOTAL.....		610.0

Revisions and Proposed Locations

2	Relocation of Highway, Iroquois to Cornwall.....	49.7
2	Delaware Diversion.....	2.2
2	Revision at C.N.R. Blandford Twp.....	1.0
2	Connecting Links Hwy. No. 401 to Hwy. No. 2.....	2.5
3	Tillsonburg Revision.....	3.9
5	Mississauga Road Revision.....	0.4
6	Mount Forest to Durham.....	8.8
6	Revision at Rocky Saugeen River.....	1.3
7	Breslau Revision.....	2.1
9	Conestoga River Revision.....	1.1
11	Callander By-Pass.....	2.6
11	Orillia to Washago.....	0.8
11	North Bay By-Pass Revisions.....	2.2
12 and 7	Manchester to Sunderland.....	3.8
20-3A-58	Allanburg Revision.....	0.9
21	Goderich Revision.....	0.9
21	Revision at Southampton (Saugeen River).....	0.9
22	Poplar Hill Revision.....	1.3
24 and 51	Revision at Junction of Hwy. No. 24 and Hwy. No. 51.....	1.8
24	Waterford to Simcoe.....	3.2
29	Brockville to Smiths Falls.....	14.4
31	Revisions at Hwy. No. 401.....	0.8
33	Glenora to Kingston.....	11.1
33	Hillier to Consecon.....	9.2
35	Dorset Revision.....	3.5
35	Hwy. No. 115 to Pontypool.....	1.0
35	Control Survey Hwy. No. 28 to Hwy. No. 35.....	15.3
37	Belleville to Corbyville.....	1.4
38	Hwy. No. 2 to Hwy. No. 401.....	2.8
45	Hastings to Norwood.....	12.0
46	Kirkfield to Cobocok.....	10.6
47	Goodwood to Uxbridge.....	3.2
50	Palgrave Revision.....	1.9
68	Espanola to Whitefish Falls.....	7.6
68	Sheguiandah Revision.....	2.5
80	Alvinston Revision.....	4.4
86	Elmira West.....	2.1
401	Port Hope to Cobourg.....	7.6
401	Brockville By-Pass.....	3.5
401	Cornwall Easterly.....	2.4
401	Cornwall By-Pass.....	1.9
401	Service Road Westminster Twp.....	1.1
401	Side Road Revisions Belleville and Kingston.....	0.7
401	Colborne to Trenton.....	4.1
Q.E.W.	Service Road Hwy. No. 10 to Stavebank Road.....	0.6
TOTAL.....		217.1

Plans

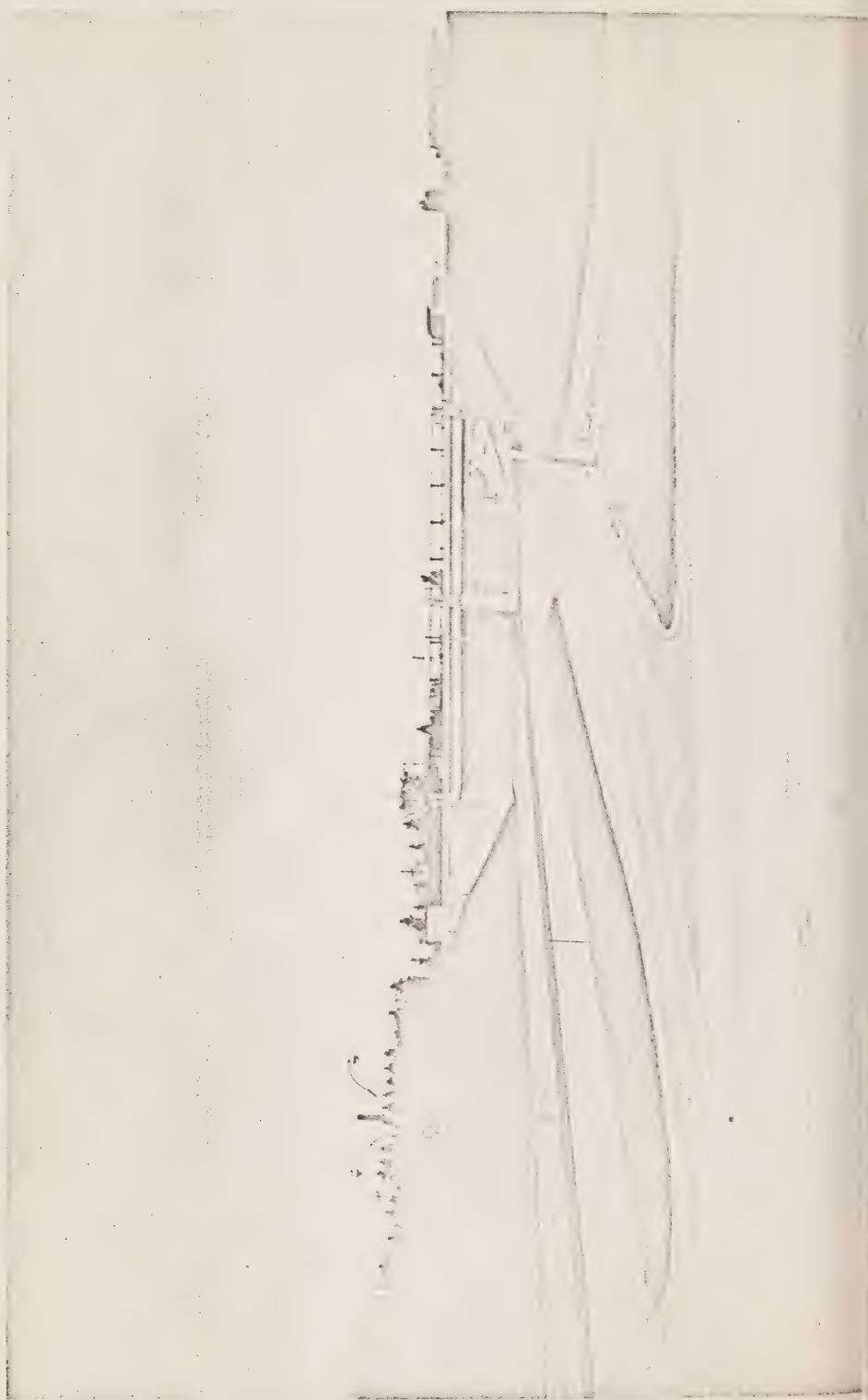
Intersection Plans.....	26
Bridge Site Plans.....	90
Board of Railway Commissioner Plans.....	18

Trans-Canada Highway

7	Lindsay By-Pass.....	7.1
12	Coldwater By-Pass.....	3.1
17	Barret River to Doc Greig Lake.....	14.9
17	Wawa to Desolation Lake.....	26.5
	Proposed Hwy. South Orillia By-Pass.....	6.7
TOTAL.....		58.3

Plans

Intersection Plans.....	3
Bridge Site Plans.....	12
Board of Railway Commissioners Plans.....	4



County and Development Roads

County Road	Seeleys Bay to Delta.....	9.1
County Road	Kemptville to Hallville.....	7.7
County Road	Madoc Southerly.....	2.7
Development Road	Hwy. No. 28 to Bicroft Mine.....	5.1
Development Road	Serpent River to Algom.....	47.6
Development Road	Killarney to Burwash.....	16.5
Development Road	Mallorytown to Caintown.....	3.4
Development Road	Outlet to Lyndhurst.....	2.9
TOTAL.....		95.0
		Plans
Bridge Site Plans.....		4

Cross Sections for Preliminary Engineering

86	Rosemont to Primrose.....	8.6
401	Township of Brighton.....	6.5
TOTAL.....		15.1

Aerial Study Plans

	Area in Sq. Miles	Projected Location Miles
Scale 1" = 1,320'		
Bracebridge - Glenorchard.....	154	23
Heyden - Havilland Bay.....	.....	15
Barrett River to 10 miles north.....	.....	25
Eagle River Crossing.....	.....	4
Mattawa By-Pass.....	.....	4
Lindsay - Minden.....	398	.....
Minden - Dwight.....	.....	75
Brantford Area.....	.....	11
Wilno - Round Lake.....	142	11
Alice - Pembroke.....	.....	11
Espanola - Little Current.....	.....	30
Manitowaning - South Baymouth.....	.....	23
Sudbury - Capreol.....	126	15
Pamour Mine.....	.....	2
Bracebridge - Dorset.....	240	33
Fenelon Falls - Burnt River Kinmount.....	128	.....
Parry Sound - Sundridge.....	444	50
Bobcaygeon - Kinmount.....	252	.....
Whitney - Maynooth.....	.....	5
Kinmount - Bancroft.....	.....	30
Parry Sound - Emsdale.....	.....	43
Hayes Corners - Utterson.....	248	42
Cartier - Benny.....	200	.....
Crown Hill - Gravenhurst.....	215	69
Severn Falls - Sparrow Lake.....	.....	12
Struthers - Manitouwadge.....	282	2
Heron Bay to Hwy. No. 17.....	.....	20
Nym. Lake Road.....	.....	2
Bicroft Mine.....	.....	14
Seagram to Caramet.....	.....	15
TOTAL.....	2,829	586

Scale 1" = 600'		
Beaverton - Brechin.....	38	.....
TOTAL.....	38	.....

Scale 1" = 400'		
Lindsay By-Pass.....	.....	12.5
Pembroke Area.....	33	13

Crown Hill - Craighurst.....	28	14
St. Catharines Area.....	12	.....
Highland Creek - Newcastle.....	136	.....
Peterborough - S.W. from Hwy. No. 35 to Hwy. No. 28.....	37	15
Springville, Northerly to Hwy. No. 7.....	.....	7
TOTAL.....	246	61.5

Miscellaneous Locations

Monument Corners - Miller Lake.....	.....	5
Simcoe - Brantford.....	.....	24
Delta - Philippsville.....	.....	4
Roseneath - Hastings.....	.....	3
Yonge Twp.....	.....	4
Outlet - Lyndhurst.....	.....	28
Anstruthers Lake - Apsley.....	.....	5
Oba - Hearst.....	.....	69
Seely's Bay - Delta.....	.....	10
Hwy. No. 11 - Temagami Island.....	.....	11
Quirke Lake - Aubrey Falls.....	.....	90
Hwy. No. 93 Waverley - Sturgeon Bay.....	.....	9
Mainse Point - Copper Area.....	.....	2
TOTAL.....	.....	264

TRAFFIC SECTION

During the latter part of 1955 and the very early part of 1956 the Traffic Section underwent an extensive reorganization program. At this time the Traffic Section was subdivided into four major subsections: (a) Traffic Research; (b) Traffic Control; (c) Accident Records and Administration; (d) Traffic Field Work.

(a) Traffic Research

This subsection is divided into two main groups: Route Analysis and Characteristics.

(1) Route Analysis

This group is responsible for preparing reports and making recommendations, based on traffic considerations, in regard to proposed highways, improvements to existing highways and by-passes of cities, towns and villages.

Each study is carried out in conjunction with a specific request. Although each request is reported on, the data collected in these surveys also produce a greater appreciation of traffic flows, trends and idiosyncracies which previously were unknown. Reports finalized were as follows:

Lindsay-Peterboro.....	By-Pass feasibility
Kenora.....	By-Pass feasibility
Callander.....	By-Pass feasibility
Pembroke.....	By-Pass feasibility
Wallaceburg.....	Bridge location feasibility

Evidence was gathered and correlated for presentation at Ontario Municipal Board hearings for the closing of roads which intersect controlled access highways in the following townships:

Highway No. 115.....	Clark Township
Highway No. 401.....	Elizabethtown Township
	Augusta Township
	North Dorchester Township
Queen Elizabeth Way.....	Toronto Township
	Nelson Township
	Etobicoke Township
	Saltfleet Township

From origin-destination results, potential traffic volumes were calculated for the full length of the proposed Highway No. 401. In conjunction with this was the calculation of residual traffic volumes on the existing King's Highway system in the vicinity of the proposed location. From these results flow diagrams were drawn for the Provincial Highway System.

(2) Characteristics

Annual average daily traffic volumes were calculated for all sections of King's Highways in order to provide the necessary data to obtain accident rates. There were over 3,500 such sections.

These and additional requests for traffic information at specific locations were made available to other Branches of the Department.

The data obtained from the 11 permanent traffic counter installations together with the 209 control or periodic counting stations operated during the past year were used to develop an overall plan showing the seasonal patterns followed by traffic. This plan was drawn for the southern portion of the Province including Highway No. 17 from the Quebec boundary to Sault Ste. Marie.

It was found that there were 11 distinct patterns ranging from a commuter route with small monthly variations through increasingly greater monthly fluctuations up to the highest tourist pattern showing a monthly ratio of summer to winter traffic volume of about seven to one.

All highways were broken down into sections. To each of these sections was allocated a seasonal variation pattern. This pattern association was then used to adjust all short counts to annual average daily traffic.

Tables of factors were derived for each of these patterns to facilitate the large number of calculations required to convert the short counts to the annual average daily traffic volumes.

(b) Traffic Control

The Traffic Control Subsection was established to deal specifically with the operational aspect of traffic which includes requests for traffic control devices from municipalities and other sections of the Department, speed zoning, and preparation of Uniform Manuals on traffic control devices.

During the fiscal year of 1955, 205 studies were made and reports written on locations where signals, signs, and general traffic control were requested. The following is a breakdown of these studies by Highways.

HIGHWAY NO.	REQUEST FOR TRAFFIC SIGNALS	REQUEST FOR SIGNS OR SIGN IMPROVEMENT	REQUESTS FOR
			FLASHING BEACONS GENERAL TRAFFIC CONTROL TO REDUCE ACCIDENTS
Q.E.W.	5	4	4
2	16	4	9
3	5	1	3
3A	....	....	1
3B	2	....	....
4	1	....	2
5	1	2	....
6	3	....	4
7	5	3	11
8	3	....	6
9	....	1	....

10	.....	.....	.....
11	5	3	10
12	2	.....	.....
14	1	.....	.....
15	.....	1	15
17	7	1	7
18	1	.....	.....
19	1	1	1
20	1	.....	.....
21	.....	.....	2
24	2	.....	1
26	.....	1	.....
27	2	3	1
29	.....	.....	2
33	.....	.....	1
34	1	.....	.....
35	.....	1	1
39	2	.....	.....
40	.....	.....	1
41	1	.....	1
42	.....	.....	1
48	.....	2	2
58	1	.....	.....
62	1	.....	1
67	.....	.....	1
69	1	.....	2
83	.....	.....	1
86	.....	.....	2
89	.....	1	.....
90	.....	.....	1
93	.....	.....	1
97	.....	.....	1
99	.....	.....	1
102	.....	1	.....
400	.....	.....	2
401	1	.....	1
Municipalities and hamlets not on Provincial Highway system	2	1	5
	73	31	101

It is interesting to note that only nine signals were installed by the Department compared to the 73 requested in the same period of time.

The Manual on Uniform Signs for Ontario Streets and Highways was approved and sent to the printers in the latter part of 1955. This manual embodies a new concept in signing which makes use of colour and shape as well as actual message to aid in sign recognition. This new system will require a complete renovation of the signs on all Ontario highways. In conjunction with the Maintenance Section, a five year changeover program is being set up in each District so that the new signs will be erected as replacements as the present ones wear out. It is expected from the interest shown by Ontario municipalities that a considerable number of them will adopt this new system and make use of the Manual.

The design and preparation of sign layouts for channelized intersections and freeway interchanges is a continuing function which will increase when the new sign changeover program gets under way. This year we completed forty-eight of these layouts.

(c) Accident Records

In any systematic study of conditions affecting accident occurrence on the King's Highways, secondary roads, county roads, etc., the first important re-

quirement is the knowledge of the frequency of accidents and reasonably complete information as to the circumstances surrounding them. With these data available, the problem of motor vehicle accidents is open to attack along any of a number of lines including highway improvement, traffic regulations, law enforcement, public education, etc.

This group is responsible for the non-engineering functions of the traffic section, the most important function being the maintenance of a location file for the recording of all accidents occurring on the King's Highway system. Also maintained are complete up-to-date records of accidents occurring on secondary roads, county roads, etc., and in towns and villages where a King's Highway forms a connecting link or is assumed through the municipality. To facilitate engineering use of accident data, all reports of accidents are filed by location and are readily available to help reveal (1) the number and cost of traffic accidents, (2) the types of accidents and their relative frequency and severity, (3) the locations of the accidents, (4) the characteristics and patterns of accidents at individual locations and at groups of similar locations, and clues to needed preventive measures, (5) the results of treatment applied, and (6) studies of highway design features in relation to accident types and frequencies to permit better future design.

Accident data are compiled for use by the Traffic Control and Research groups, the Intersection Design section, etc., and include accident experience records, tabulations of fatalities and injuries, tabulation of accidents and accident rates throughout the King's Highway system. The report "Accident Rates and Traffic Volumes for 1955" was compiled from data on file.

Because of the constant demand for statistics regarding fatal accidents, the compilation of monthly Fatal Accident Reports was continued. As has been the case since 1949, these reports describe in detail the locations of fatal motor vehicle accidents occurring on highways, the manner of occurrence, road conditions, weather, etc. They are forwarded to all Senior Officials of the Department of Highways and Provincial Police, District Highway Engineers and Provincial Police Inspectors.

(d) Traffic Studies

This group collects the field data as requested by Traffic Research and Traffic Control. Also, data are gathered for outside organizations such as Intersection Design and Statistics and Economics.

The field staff is divided into two groups. One group looks after the regularly scheduled pattern counts and special counts. The other looks after the surveys, such as turning movements, speed and delay studies, and speed zoning studies. A summer staff is added as needed, to interview for the Origin and Destination surveys.

Four hundred coverage count locations were added over and above the major and minor control stations already existing.

A photoelectric cell type of traffic recorder was installed on Highway No. 7 at Brampton during the summer of 1955. The Permanent Station installation at Washago was moved to Severn River Bridge on Highway No. 11 because of the Washago By-Pass. The North Bay PSI on Highway No. 11 was moved north because of the growth of the suburban area of North Bay. The PSI on Highway No. 5 at Summerville was changed from a two detector unit to a four detector unit to get the individual lane patterns.

Twelve regular field men were employed including two field supervisors. One man was selected to do speed and delay studies on a full-time basis. One man started speed zoning studies with radar equipment.

Origin-Destination field studies were carried out at the following locations: Orangeville, Caledonia, Dunnville, Madoc, Perth, Smith Falls, Carleton Place, Arnprior, Renfrew, Pembroke, Mattawa, Parry Sound, Burks Falls, Sundridge, Nipissing Junction, Sudbury, Blind River, Thessalon, Kenora, Eganville, Golden Lake, New Liskeard, Kirkland Lake, Wallaceburg, Lakeshore Road in Mimico and Metropolitan Toronto. During this process approximately 100,000 vehicle drivers were interviewed of which 40,000 were stopped at the entrances to Metropolitan Toronto. Each of the above investigations was carried out in conjunction with volume, vehicle classification and speed and delay studies.

STATISTICS AND ECONOMICS SECTION

The activities of this section during the past year consisted of:

1. *Highway Needs Study*—This formed a major part of the Section's operations and consisted of a comprehensive study of King's Highway and secondary road needs for the next twenty years, plus the presentation of the results in report form. This study required the collection and analysis of information by all branches of the Department. These operations were directed and coordinated by the Statistics and Economics Section and the information was sent to this section for study and presentation. Consulting services for this study were provided by the Automotive Safety Foundation of Washington, D.C.
2. *Special studies* were carried out continually by the section on the classification, jurisdiction, and planning of highways, roads and streets.

PLAN FILES AND REPRODUCTION SECTION

The general expansion of the Department's program for the past year is clearly reflected in the summary given below, of the new plans received. In all classes the number of plans increased, except for the cross-sections, these being taken over by the Design Section early in the year. The overall increase is 22% over the plans received during the fiscal year 1954-55. It is of interest to note, that over the past 5½ years, we have received 11,809 new plans.

Summary of new plans received, indexed, numbered and filed:

A.	(Assumptions, Etc.).....	252
B.	(Highway Detail).....	122
C.	(Highway Profile).....	202
DM.	(Interchanges).....	92
F.	(Proposed Revisions).....	190
G.	(Railway Crossings).....	77
M.	(Miscellaneous).....	40
P.	(Land Plans).....	1,612
O.P.	(Official Plans).....	81
T.S.	(Traffic Surveys).....	130
X.	(Cross Sections).....	28
TOTAL.....		2,826

The Plan numbering and indexing was right up to date at the end of the year, but the cross-referencing was a little behind with 20 plans and 16 profiles to complete. This was due to the required plans or profiles being out of the files. Every effort is being made to bring this work up to date.

The referencing and plotting of Assumption, Reversion, Land and Sub-division Plans, Deeds and Property Sales on the 100' Detail Plans was con-



M.V. Amherst Islander went into service June 7, 1955, bringing important transportation to the area.

The proud ship is shown at her inaugural.

inued throughout the year and while there appears to be a large number of Land Plans to complete, this is due to the Land Survey Section pushing their work through toward the end of the year. Generally, throughout the year, this work was kept well in hand, as shown by the following summary:

	Rec'd	Plotted	On Hand
Land Plans.....	1,426	1,201	225
Assumption Plans.....	239	219	20
Subdivision Plans.....	195	169	26
Deeds.....	325	319	6
Property Sales.....	114	98	16

We also supplied and coloured 1,350 prints of Land Plans to the Property Office or Land Survey Section; this amounted to 13,179 lineal feet (2.3 miles) of colouring.

The re-indexing of the Land Plans was continued, and while the progress was slower than the previous year, due to the increase in other work, 3,838 plans were completed, bringing the total of these plans re-indexed over the past 2½ years, to 13,909. This leaves about 1,800 land plans to complete the file, which should be finished early in the coming year.

Since the re-indexing commenced in July 1950, we have inspected and completed 21,066 plans.

In addition to the above work, prints of the new Plans and Profiles were sent to the District offices and all requests for prints from the District offices and outside sources were handled, no record of this work is kept. Also some 25,167 plans were charged-out and handled for general office use, being an increase of 14% over the previous year. The above figure does not include the plans inspected at the counter nor those sent to the blueprint room, Jarvis St., Bay St., or Downsview building.

During the year 36,106 tracings were handled to make 132,164 prints of all types. A total of 670,400 lineal feet were run which produced 1,764,603 square feet of prints. This was an increase of 50% over the production of the previous year. These figures turned into miles and acres, show we ran 127.0 miles of prints during the year which prints would cover 40.5 acres.

On the first of August, a new Pease machine was placed in operation, which has greatly assisted in increasing the output of the room, and for the past eight months we have averaged 12 miles of prints per month. Since July, we have done all the contract prints required and provided the prints for 117 contracts.

Despite the new machine and increased production, we still could not keep up with the demand for prints and some 527,000 square feet of prints were made by commercial firms during the year. Most of these prints were for the Road Design Section.

The following is the distribution summary, given in square feet, of the prints produced:

Planning and Design Branch	
Planning Section.....	707,412
Road Design Section.....	280,531
Bridge Section.....	287,254
Traffic Section.....	2,596
TOTAL.....	1,277,793
Other Highway Branches	
Land Surveys Section.....	377,623
Property Section.....	25,552
Public Relations.....	68,870
Municipal Roads.....	3,957
Miscellaneous.....	4,704
TOTAL.....	480,706
Department of Public Works.....	4,332
Other Government Departments.....	1,772
TOTAL.....	6,104
TOTAL PRODUCTION.....	1,764,603 Sq. Ft.

The following summary shows the production, over the past six years, and clearly illustrates the growth of this work:

1950 - 51.....	334,804 sq. ft.
1951 - 52.....	416,133 " "
1952 - 53.....	788,787 " "
1953 - 54.....	855,799 " "
1954 - 55.....	1,177,277 " "
1955 - 56.....	1,764,603 " "

CARTOGRAPHY

Early in the year maps at a scale of 4 miles = 1 inch of the combination Perth and Huron, and of Haliburton were printed from bases which were revised in 1954. During the year bases were revised and maps were printed of the following combinations: Carleton, Lanark, Leeds and Grenville; Brant, Elgin, Middlesex, Oxford and Norfolk; Essex and Kent; and York and Ontario; of the following single maps, Simcoe and Prince Edward; and of the following new combination, Prescott and Russell and Dundas, Stormont and Glengarry. Toward the end of the year, bases for the combinations Wentworth, Haldimand, Lincoln and Welland; Frontenac and Lennox and Addington; and Peter-

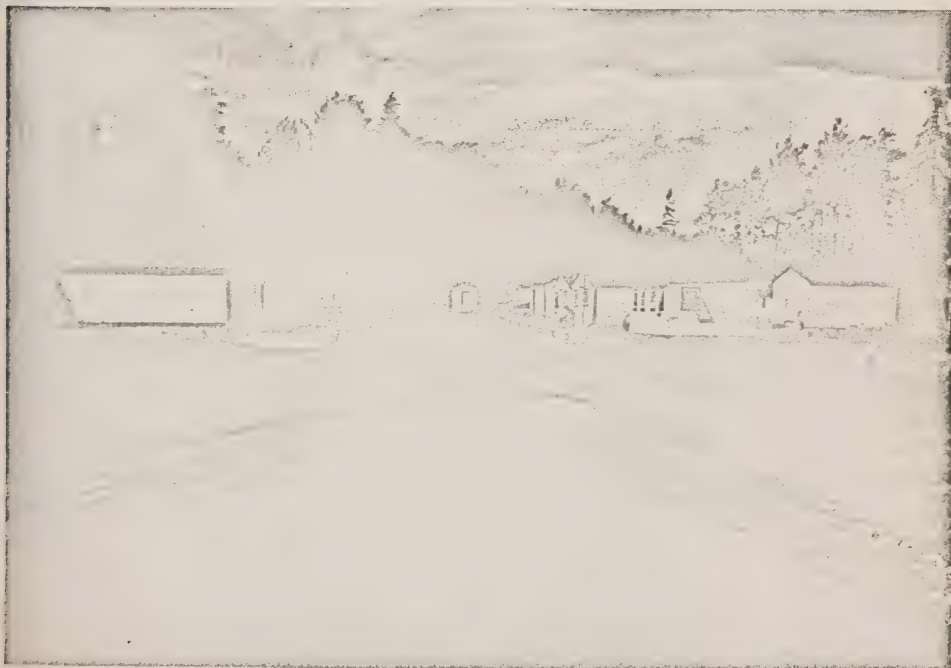
borough, Victoria, and Northumberland and Durham were revised. Although maps were not required of the following, Victoria, Hastings, Peterborough, Muskoka, Parry Sound, Haliburton and Renfrew, their bases were revised by putting all the new highway numbers and secondary road numbers on where required.

Work was completed on making the bases for a new map of the southern portion of the district of Nipissing at a scale of 4 miles = 1 inch. The lithographer commenced work on the printing of the map and the cartographic section did some art work on press proofs in assisting the lithographer in his colour separations.

The mileage sheets of all the highways in the province, started in 1954, were completed and were used to compute the totals of the various types of pavements in all the counties, being figures required for the annual report. Later in the year mileage sheets for the new highways assumed in 1955 and for the newly numbered secondary roads were completed.

The progress charts for all the highways were brought up to date, all new work being done in 1954 being copied from the district office copies onto the cartographic section's copies. At their request new progress charts were made for the Toronto district as their copies were filled up.

Extensive revisions were made on the road map bases in preparation for the printing of the 1956 road map. The top and bottom borders of the north bases were moved down so as to get Highway No. 17 away from the lower border. All the new highway and secondary road numbers were added. Besides these revisions there were the usual name additions and removals, the bringing up to date of the pavements, showing new pavements or reversions



Here is a modern Department of Highways Camp at Klotz Lake, Cochrane District.

to gravel as the case may be. A new printer's index was made to incorporate the new places being shown on the road map for the first time, and to bring all the populations up to date from the Municipal Guide. A new base was made for the sign panel. Mileage tables were computed for all the new highways assumed since the last road map was issued. Many of the city bases were revised from information supplied by the respective district engineers. All printed matter was carefully proofread and corrections made before the printer was permitted to photograph the printed matter as the first step in reproducing it in the road map.

After the bases went to the printer's a great deal of checking was carried out to make certain that, as much as possible, every feature that was on the bases, would appear on the road map. This entailed checking the features in each colour separately and also the quality of each colour.

ROAD DESIGN SECTION

(a) *Projects Computed*

The following projects were designed and computed by this section:

	Grading Projects Miles	Paving Projects Miles	Structures
Highway			
Highway 401	42	47	35

(b) *Projects Checked*

The following projects were designed and computed by the District or Field Staff Section, and checked by the Road Design Section:

	Grading Projects Miles	Paving Projects Miles	Structures
Highway			
Highway 401	42	47	35
Trans-Canada	68	93	10
Other Highways	253	827	27
	<u>363</u>	<u>967</u>	<u>72</u>

(c) *Grades Approved*

Grades were approved for the following projects:

	Grading and H.M. Projects Miles	Structures
Highway		
Highway 401	90	35
Trans-Canada	70	10
Other Highways	363	27
TOTALS	<u>523</u>	<u>72</u>

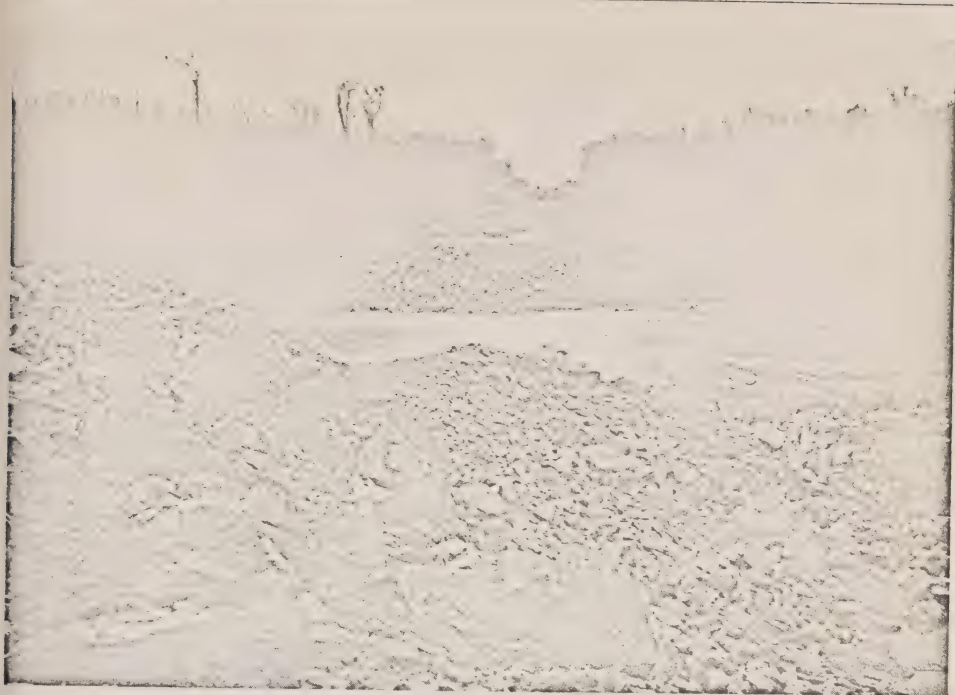
(d) *Highway Standards*

Suitable progress was made during the year in the preparation of a book of highway standards.

FIELD STAFF SECTION

Field surveys were completed by the combined District Field Staff sections as follows:

	Grading Projects Miles	Paving Projects Miles	Structures
Highway			
Highway 401	42	47	35
Trans-Canada	68	93	10
Other Highways	253	827	27
TOTALS	<u>363</u>	<u>967</u>	<u>72</u>



Highway No. 69, Trans-Canada, Construction at Moon River, Huntsville district.

BRIDGE DESIGN SECTION

Some 6,980 feet of bridging, comprising 60 structures, was completed during the year. Of these, 19 were designed by consultants, the balance of 41 having been designed by the D.H.O. Bridge Design Section.

Twenty-four grade separations were completed on Highway No. 401 as follows: Ten grade separations were built on the Toronto By-Pass leaving a balance of five to be completed early in the year for the scheduled opening of this section of highway. Three grade separations were completed on the Kingston By-Pass. Nine grade separations were completed on the London By-Pass. Two grade separations were completed on the Windsor Entrance.

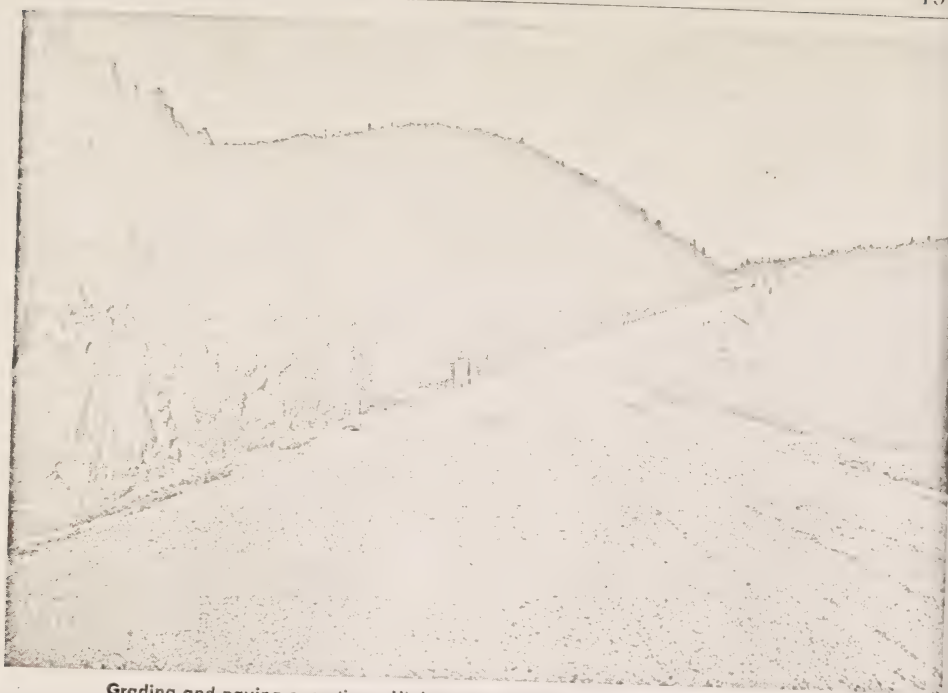
Three structures were built on Highway No. 400: at Sheppard Avenue; Elizabeth St. in Barrie; and Willow Creek, north of Crown Hill.

Five structures were completed on the Queen Elizabeth Way: at Lake Street, St. Catharines; the Oakville Side Road; at the Sherridan Diversion; and the Upper and Lower Middle Roads.

The C.N.R. Overhead on the Lower Middle Road was also built.

Three structure replacements due to Hurricane Hazel were completed at the Humber River on Highway No. 401, the Thornhill Bridge over the Little Don River on Highway No. 11, and the Willow Creek Bridge on Highway No. 400.

Five structures were built on the Trans-Canada Highway as follows: Coppercliff C.P.R. Overhead, Highway No. 17. Hawkesbury Creek and C.N.R. Overhead, Highway No. 17. Little Rideau River Bridge, Highway No. 17. South Nation River Bridge, Highway No. 17. Pickerel River Bridge, Highway No. 69.



Grading and paving operations, Highway No. 17, Trans-Canada, west of Marathon, Fort William district.

Seven railway overheads were completed, three over the Canadian Pacific and four over the Canadian National.

A complete list of all structures completed is given in Appendix No. 4.

In addition to the above, the Bridge Design Section was responsible for the following work:

Approximately 900 concrete culverts were built at a cost of more than \$3,200,000.00.

During the year, a total of 73 structure designs were started: 45 by consultants and 28 by D.H.O. Bridge Design Section.

During the year, 26 Bailey Bridges were erected with an aggregate length for all types of 3,000 lineal feet. They were designed to provide detours, emergency spans or reinforcement for failing old structures.

At Burlington Beach, an amusement area occupies both sides of the street. Until the Skyway is opened, increasingly heavy traffic made a crossing hazardous. An overhead Bailey footbridge on Bailey towers provided a popular and effective expedient.

During the year, the Repair Section carried out extensive repair projects on 37 bridges and minor repairs on a lengthy additional list.

As in past years, the Bridge Design Section continues liaison with Nautical Services, our naval architects, and cooperation with District Engineers concerning ferry services.

Plans were examined and approved for 627 bridges and culverts on municipal and district roads.

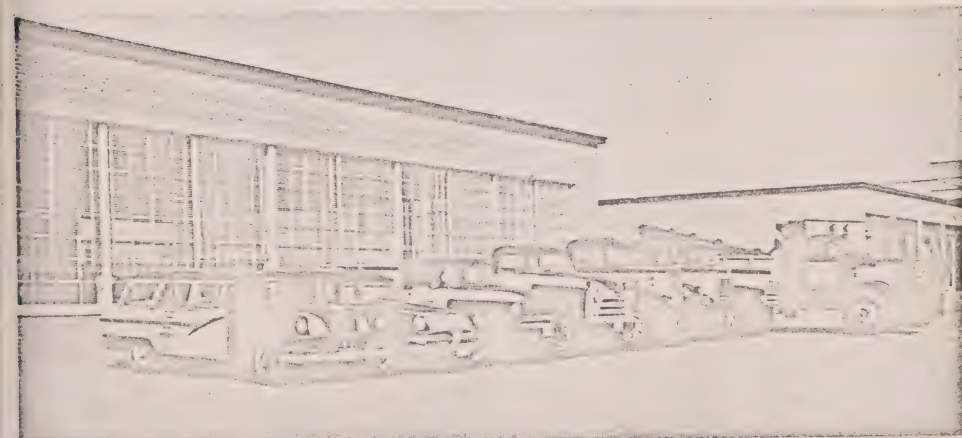
During the year the progress made on the Burlington High Level Bridge consisted of the following:

- (1) The rock dyke was completed.
- (2) The hydraulic fill inside of the dyke was completed.
- (3) Twenty-eight pier footings out of 74 were completed.



Modern Downsview Offices Opened

Office Building, garage and stores buildings of Ontario Department of Highways Services Branch at Downsview. The plant is just north of Highway No. 401, Toronto By-Pass.





Drafting Room of Land Surveys Department.



Instrument repair shop at new Downsview building, Land Surveys Department.

SERVICES BRANCH

Director of Services, C. A. ROBBINS

This Branch, as the name implies, provides Services for the rest of the Department and consists of the following sections:

- (1) Equipment
- (2) Property
- (3) Sign and Building Permits
- (4) Supply
- (5) Tenders
- (6) Land Surveys

During the year, Area Offices were established in five regions:

South Western	— London	— Districts No. 1, 2, 3, 5
Central (Head Office)	— Toronto	— Districts No. 4, 6, 7
Eastern	— Kingston	— Districts No. 8, 9, 10
Northern	— North Bay	— Districts No. 11, 13, 14, 17, 18
North Western	— Port William	— Districts No. 16, 19, 20

The Purchasing and Stores Sections were combined and is now known as the Supply Section.

The Branch, with the exception of the Tenders Office, moved to the new building at Downsview in January, 1956.

Equipment Section

The Equipment Section is responsible for the preparation of specifications, inspecting and testing of all new machines and also the supervision of the maintenance of all equipment.

The Department operated the following major equipment, during the year:

Trucks.....	1,186	Power Graders.....	270
Shoulder Maintainers.....	33	Tractors.....	440
Rollers.....	49	Weed Sprayers.....	27
Distributors.....	163	Compressors.....	78
Low Bed Trailers.....	21	Scales.....	43
Hand Hydraulics.....	11	Full Hydraulics.....	379
Power Hydraulics.....	13	Sno-Gos.....	12
V. Plows.....	434	One-way Plows.....	477
Snow Wings.....	654	Cement Mixers.....	26
Cold Patch Mixers.....	18	Pulvi Mixers.....	18
Loaders.....	29	Heaters, Bituminous.....	38
Sand Driers.....	16	Power Brooms.....	14
Motor Patchers.....	3	Conveyors.....	4
Eductors.....	2	Planers.....	4
Mulch Spreaders.....	6	Power Shovels.....	8
Swamp Buggies.....	1	Gradebuilders.....	71
Leaning Wheel Graders.....	13	Gradalls.....	6
Wobble Wheel Rollers.....	1	Ferries.....	5
Tractor Compressors.....	5	Core Drills.....	2
Earth Auger.....	4	Salt and Sander Bodies Units.....	208
Paint and Bead Mixers.....	13	Carryalls.....	2
Hoist and Drag Buckets.....	2	Yard Cranes.....	5
Arc Welders.....	44	Stripers.....	15
Stationary Power Plants.....	3	Screening Plants.....	1
Asphalt Finishers.....	1		

Equipment Purchased

New equipment was purchased to replace obsolete and worn out equipment, and also fill the Districts' demand for additional equipment.

Trucks.....	82	Power Graders.....	9
Tractors.....	26	Self-Propelled Loaders.....	3
Salt and Sand Body Units.....	37	Compressors.....	1
Gradalls.....	1	Bituminous Heaters.....	4
Cement Mixers.....	3	Earth Bores.....	2
Hoist and Drag Buckets.....	1	(for attachment to trucks, etc.)	
Mulch Spreaders.....	4	Sno-Gos.....	1
Snow Wings.....	6	Snow Plow One Way.....	30
		Zone Strippers.....	2

All new major equipment was inspected before delivery, to ascertain that the equipment met Department specifications.

The Section supervised equipment operators' training and safe driving program. In addition, 18 safety meetings were held by the Safety Supervisor, one in each of the operating Districts.

The Section set up training facilities for mechanical staff. Courses were held for head mechanics, shop foremen, preventive maintenance mechanics, and other specialized groups. Internal shop training was introduced to all southern Districts by the Training Supervisor. Other additional courses were organized with the assistance of various private companies, and their training staffs. A Central Training School was planned.

A preliminary investigation of equipment costs was completed and a report presented covering a suggested replacement program for the truck section of the Department's fleet. A Preventive Maintenance Manual was completed, and regional conferences held to introduce preventive maintenance to our fleet in the field. A complete new set of equipment purchasing specifications was drawn up for use the following year.

Property Section

The Property Section is responsible for the acquisition of all land required for right-of-way and the management of any surplus properties so acquired.

Due to the greatly increased construction program it was found necessary to increase the staff of property agents. A training program was instituted in order to acquaint these new employees with Department procedures.

It was noted that the price of land in the urban areas was steadily increasing. This was particularly true in the vicinity of Metropolitan Toronto. Due to this trend it was found necessary to hire highly qualified appraisers on many occasions.

Reorganization of the Section was continued with considerable reallocation of duties.

By making some changes in procedure it was found possible to reduce the time required to make payments.

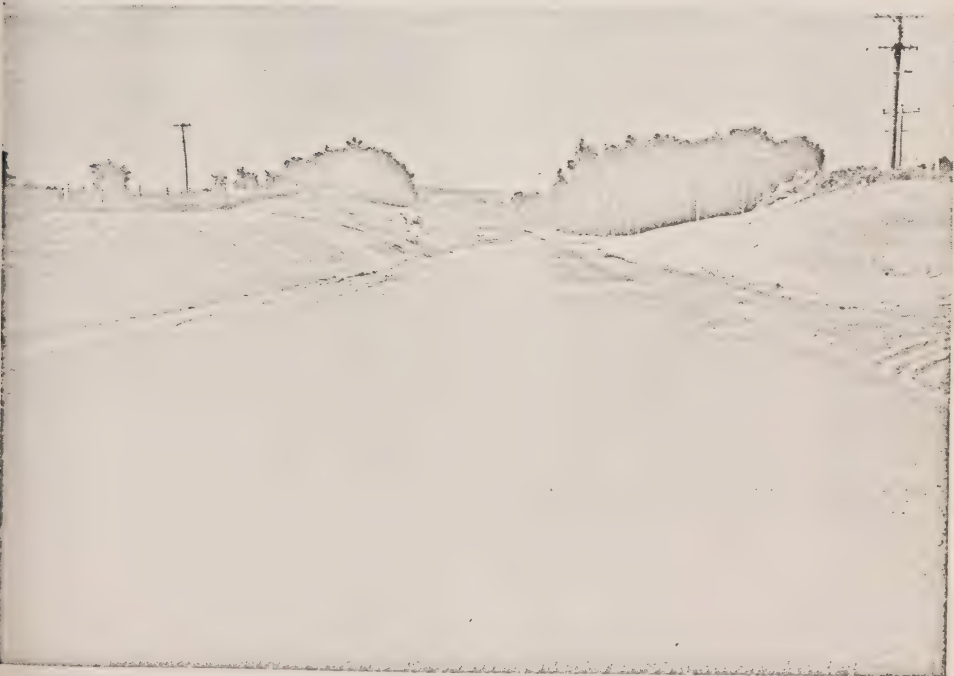
Approximately 60% of the right-of-way required for Highway No. 401 (Windsor to the Quebec border) has been purchased.

	Increase over previous year
Agreements made with property owners —	4,763 — 60%
Agreements paid in full —	5,572 — 11%

Slightly over one million dollars was realized by the sale of properties surplus to the Department's requirements.



Early grading operations, Highway No. 60, Killaloe By-Pass.



Grading completed on Highway No. 60, Killaloe By-Pass.

Sign and Building Permits Section

The Sign and Building Permits Section is responsible for the administration of regulations in connection with the issuing of permits for signs, buildings and gasoline pumps.

Building Permits

Number of Permits Issued.....	4,381
Valuation of Buildings.....	\$49,625,588.75

Gasoline Pumps

Number of Permits Issued.....	4,371
Permit Fees.....	\$47,030.00

Sign Licences

Licences Issued — \$15.00.....	396
Licences Issued — 7.50.....	1,545
Licences Issued — 1.00.....	1,241
Licences Issued — 30.00 (Illuminated).....	91
Licences Issued — 15.00 (Illuminated).....	145
Licences Issued — 2.00 (Illuminated).....	32
Sign Licence Fees.....	\$22,444.00

Note: Licences are issued according to the calendar year, January 1st to December 31st, 1955

Supply Section

The Supply Section is responsible for the purchase of all material and equipment, also the administration of Bailey bridge depots, Central Stores warehouse in Toronto and the supervision of all District stockrooms.

The Purchasing Section and Stores Section were amalgamated in January, 1956, into one Section to be known as the Supply Section.

During the year Bailey bridge depots were set up in Toronto, London and North Bay. In order to meet the increased demand for these structures, a further 420 tons of parts were purchased. Material was supplied for 45 bridges and 100 tons of bridge material was reconditioned in the various depots.

Much of the planning of the previous year was finalized resulting in better control of all materials and supplies throughout the Department.

The Central Stores warehouse was moved to a new location at Downsview in January, 1956. This new warehouse with increased storage space and adequate handling facilities resulted in a marked increase in the volume of business. To keep pace with the increased activities of the Department, many new commodities were added to the central stores inventory. Volume purchasing resulted in considerable saving on most items carried in Central Stores stock.

The supply of strategic materials was assured by advanced ordering and stockpiling of some items.

In general, materials required for Department operation were in normal supply.

Tenders Section

The Tenders Section is responsible for placing tender advertisements, issuing tendering material, receiving and safeguarding of all tenders and ensuring that the tender opening procedure is followed.



Scenic view on Highway No. 11 at Orient Bay, 29 miles north of Nipigon, Fort William District.

Note fresh zone-striping.

Tenders were called for engineering contracts, property sales, sales of obsolete equipment and during the latter part of the year, tenders were received for material and equipment.

(a) *Engineering Contracts*

Contracts called.....	489
Tenders received.....	2,409

(b) *Property*

Sales.....	190
Tenders received.....	475

(c) *Obsolete Equipment*

Sales.....	14
Tenders received.....	290

Land Surveys Section

The Land Surveys Section is responsible for the surveying and registration of all plans for land required for right-of-way.

It was again found necessary to hire all available Ontario land surveyors to supplement our own surveying staff in order to cope with the proposed construction program.

Several training programs have been instituted in an effort to ensure that an adequate trained staff is available in the future.

The following summary shows the number of plans completed of all types:

TYPE	NO. OF PLANS	TOTAL MILEAGE
Land Plans.....	1,579	896.56
Assumption Plans.....	168	550.34
Reversion Plans.....	84	76.89
Controlled-Access Highway Plans.....	78	426.54
Designation Plans.....	84	417.99
TOTAL.....	1,993	2,368.32
Increase over previous year.....	37%	113%

Mileage of Land Plans —

TYPE	NO. OF PLANS	TOTAL MILEAGE
Land Plans from Field Survey.....	707	516.658
Land Plans from Office Records.....	268	74.146
Plans to illustrate description from Field Survey.....	116	21.533
Plans to illustrate description from Office Record.....	273	52.546
Crown Land Plans from Field Survey.....	130	201.978
Plans of Gravel Pits.....	8	1.543
Indian Affairs Plans from Field Survey.....	7	12.257
Plans of Abandonment.....	59	7.381
St. Lawrence Seaway Project.....	2	4.7
Navigable Waters Protection Act Plans.....	9	3.818
TOTAL.....	1,579	896.56

See Appendix for detail of Assumptions, Reversions, Controlled-Access and Designation plans.

REPORT OF PERSONNEL BRANCH, 1955

Director of Personnel, G. M. CLARK

In 1955, the total manpower employed by the Department of Highways approximated 10,300 persons. This figure includes all salaried and hourly-rated employees in all branches and was made up as follows:

Permanent and Temporary Civil Servants.....	1,143
Department of Highways Casual Staff.....	5,831
Labour (Established).....	463
(Unestablished).....	2,797
TOTAL FORCE.....	10,234

Over the past five-year period, this force has increased by 2,374 people from the figure 7,860 which applied at December 31, 1950. At the end of the fiscal year, the total work group was distributed throughout the Department as follows:

Deputy Minister and Minister.....	31
Financial Comptroller.....	231
Motor Vehicles.....	290
Services Branch.....	680
Planning and Design Branch.....	474
*Operations Branch.....	8,426
Personnel Branch.....	40
Municipal Branch.....	62
TOTAL.....	10,234

* Including labour group.

By occupation, the employees were grouped as follows:

Clerical and Stenographers.....	1,283
Graduate Engineers.....	305
Engineer's Assistants.....	1,724
Draftsmen.....	362
Skilled and Unskilled Labour.....	6,560
Others.....	693

In all, the total payroll amounted to over \$23,000,000 for the 12-months period.

To meet the present responsibilities of personnel administration covering such a large group of employees and to prepare for future growth, the Personnel Branch of the Department underwent several significant developments during the year. Specialized staff was added, bringing the total for the Branch to 40 persons.

A Personnel Officer was appointed at mid-year for liaison between the Director of Personnel and the field. He has assisted in setting up eighteen employee-management District Councils along the lines suggested by the Joint Advisory Council. He will also act as permanent secretary and co-ordinator for the Departmental Council. This program is designed to facilitate solution of Personnel problems within the Department and to provide for increased employee participation in improvement of morale and efficiency.

This year, as part of the expansion of the Branch, the Salary and Classifica-



Records Office of Personnel Branch, where detailed information is available quickly.
The bright, modern office is on Eglinton Avenue, Toronto.



Reception Room of Personnel Branch, where prospective employees make application for
employment with the Department of Highways.

tion Section was established. In order to increase the efficiency of the administration of salaries and classifications, this separate group dealing with such matters was a necessity. This section handles annually in the neighbourhood of 7,000 salary and classification adjustments. Its function entails the maintenance of equity between Civil Service Commission salaries and those of our own Casual Staff.

The Organization and Procedures Section was set up to implement the re-organization authorized by the Deputy Minister. Organization studies have been carried out in the Planning and Design Branch, the Operations Branch and the Personnel Branch of Head Office; job descriptions have been prepared, affecting 662 employees in these areas.

In the case of the field organization, three of the Districts have been surveyed in detail, and job descriptions prepared covering the duties of 1,789 employees. A preliminary survey has also been conducted in a further six districts. The preparation of an organization manual is being carried out progressively as studies continue.

During 1955-6 the functions of recruitment and placement were established as a separate unit. This allowed more concentration on these areas and enabled the Department to begin putting into effect some of the more modern practices in these fields.

Due to the great extension of activities and normal turnover, the need for staff has been great and the Department has had some difficulty in recruiting a sufficient number of suitable applicants. Engineers, office staff, competent draughtsmen and surveyors have been continuously in need.

The competition for graduate engineers has been particularly keen and has necessitated Departmental-University liaison for the purpose of enlisting this type of personnel.

Newspaper advertisements, the National Employment Service and newspaper stories regarding the Department's activities have all played an important role in stimulating the flow of applications into this office.

Part of the Departmental program for the location and development of suitable employees is the utilization of undergraduates on summer-time construction and survey projects. In 1955, 509 students were employed for their vacation period.

In further evidence of the seasonal aspects of the Department's operation, there were 708 persons employed on a temporary basis during periods of peak activity.

During the year, nearly 14,000 separate personnel transactions were carried out by this Branch. The following are some of the more significant figures:

New Appointments.....	3,585
Terminations.....	2,375
Salary and Other Record Changes.....	7,170

Our experience in 1955-6 was that casual staff turnover amounted to 25% of 6,000 employees. This represents an extreme contrast to the turnover of the permanent and temporary staff where there were 63 terminations from the smaller group of 1,100 employees.

In February, 1956, the Department initiated a training program for the development of Technical Staff. Facilities of the Department of Lands and Forests Ranger School at Dorset, Ontario, were made available for this purpose. At March 31, 1956, two courses for Rodmen had been held with the result that 58 of these who attended the school were qualified as Junior Instrumentmen. The plan is to continue on a year-round basis, to include more rodmen, junior instrumentmen, instrumentmen and senior instrumentmen, with the ultimate goal of developing the full Departmental requirements of project supervisors and construction supervisors.



Ramsay Lake Road to the Sudbury and Algoma Sanatorium, McKim township, Sudbury district.

REPORT ON MUNICIPAL ROADS—1955

J. V. LUDGATE, B.Sc., P.Eng., *Municipal Engineer*

During the calendar year 1955 the organized municipalities expended on the construction and maintenance of their roads and bridges an approved total of \$78,986,966.80, as compared with \$64,926,264.64 in the previous year. The following summary records the amounts expended according to municipal classification, and the statutory subsidies paid thereon:—

CORPORATION STATUS	APPROVED EXPENDITURES	DEPARTMENT SUBSIDIES
Metropolitan Toronto.....	\$11,063,871.27	\$ 5,531,935.64
Counties.....	19,193,907.77	10,304,707.49
Townships.....	27,026,146.81	15,376,232.29
Urban.....	21,703,070.95	8,560,475.48
TOTALS.....	\$78,986,996.80	\$39,773,350.90

In addition to the statutory aid provided by subsidizing by-law expenditures, Development Road aid in the amount of \$3,876,267.57 was applied in organized municipalities to certain rural roads that were deemed by the Minister to be in urgent need of improvement, the cost of which was considered beyond the financial capabilities of the municipal councils.

In northern Ontario, where many townships lack any form of local municipal government, but where there are communities and settlements served by more

than 4,800 miles of roads, a total of \$1,161,740.00 was expended during the year under the supervision of the district municipal engineers of this Branch. Of this total the Department contribution amounted to \$831,035.00, the balance, \$330,705.00, being the value of statute labour, performed or commuted, and of voluntary work carried out by the local residents.

Impetus to Reconstruction

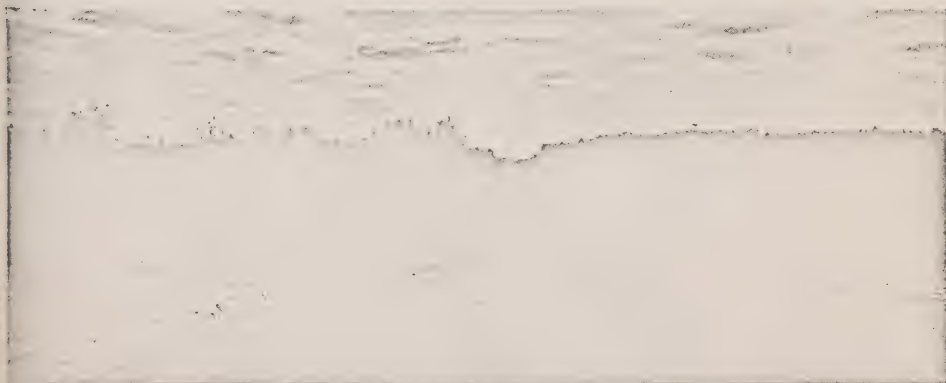
In post-war years municipal councils had adopted, with justification, a general policy of applying their road funds to maintenance operations such as gravel resurfacing, surface blading and dust treatment in summer and snow and ice control in winter. These operations, of relatively temporary benefit, expanded in need as automobile and truck ownership, intent upon year-round usage, rapidly increased. Coupled with higher costs of materials, equipment and labour, the growing urgency for improved road surfaces created an acute problem for the road authorities in providing a balance between taxation and travel service to the satisfaction of their rate-payers. Increased maintenance obligations restricted expenditures for construction to works of utmost need.

Realizing that excessive costs of surface upkeep were due, in no small measure, to inadequate base conditions, the Department, in 1955, increased its efforts to encourage greater attention to structural rehabilitation by providing additional funds with which to subsidize the cost of re-construction and other improvements designed to assure more adequate service through increased durability.

The results have been gratifying in that, while maintenance expenditures remained reasonably steady in 1955 as compared with those of the previous year, the amounts expended on construction by counties, townships and urban municipalities totalled more than \$42,700,000.00 as compared with \$26,500,000.00 in 1954. On township roads the moneys applied to construction was 37.7% of the total township road outlay as compared with an average of 24.6% in the previous five years. The corresponding increase in county road construction was from 44.7% to 52% and in the urban municipalities from 36.5% to 46.8%.

Of the 82,270.59 miles of public road in the Province of Ontario at the close of 1955, 66,517.59 miles were the responsibility of the various levels of municipal government, and 4,835.70 miles were in the care of statute labour boards and groups of settlers in otherwise unorganized areas.

The county road systems of the Province controlled 9,349.31 miles; Metro-



New grading on Development Road No. 76, south of Val Gagne, New Liskeard District.



Bailey bridge over Hudson Creek, Milberta Road, Kerns Township, (Temiskaming).

politan Toronto had assumed 282.80 miles; city, town and village streets totalled 7,434.61 miles, and the councils of organized townships were concerned with the upkeep of 49,450.87 miles of roads. The last figure included the road mileage in the number of Indian reserves, improvement districts and Provincial parks receiving subsidies under the Highway Improvement Act.

METROPOLITAN TORONTO

(Under the Municipality of Metropolitan Toronto Act)

The Metropolitan Area expended on its road system in 1955 the sum of \$11,063,871.27 as compared with \$6,134,960.48 in the previous year. Classification as to construction and maintenance was as follows:—

	CONSTRUCTION	MAINTENANCE	TOTAL
Roads (winter control excepted).....	\$5,187,142.93	\$1,479,066.54	\$6,666,209.47
Bridges and culverts.....	3,350,752.91	219,825.22	3,570,578.13
Winter control.....		827,083.67	827,083.67
TOTAL APPROVED EXPENDITURE....	\$8,537,895.84	\$2,525,975.43	\$11,063,871.27

Worthy of special mention in the Council's extensive construction program were the following undertakings:—

Extension of Queen Street West; Humber River bridge; Keating Street Extension; Woodbine subway; North Yonge Street paving; Hogg's Hollow bridge over Don River in North York; Lawrence Avenue bridge over Highland Creek, in Scarborough, and Harvey C. Rose bridge on Eglinton Avenue East.

The Hogg's Hollow bridge and North Yonge Street paving projects were supervised by the Metropolitan Roads Department, on behalf of the Province and the expenditures involved are not included in the above summary.

COUNTY ROAD SYSTEMS

(Under Part II, The Highway Improvement Act)

A classification of the expenditures reported by the county engineers is summarized here:—

	CONSTRUCTION	MAINTENANCE	TOTAL
Roads (winter control excepted).....	\$7,922,416.85	\$7,305,693.62	\$15,228,110.47
Bridges and culverts.....	2,044,635.11	314,543.57	2,359,178.68
Winter control.....		1,606,618.62	1,606,618.62
TOTAL APPROVED EXPENDITURE....	\$9,967,051.96	\$9,226,855.81	\$19,193,907.77

These expenditures enabled the county road organizations to accomplish the various improvements indicated in the summary which follows. Appendices No. 5, 6, 7 and 11 present details of road mileages, types of surfaces, construction and maintenance expenditures and other data pertaining to the county road systems.

Construction Items

(1) New or rebuilt gravel and stone surfaces.....	181.5 miles
Low-cost bituminous surfaces.....	236.0 "
Pavements.....	119.5 "
COMPLETED ROAD CONSTRUCTION.....	537.0 miles
Graded to standard cross-section.....	277.3 "
(2) Bridges (10-foot span and over); Concrete, 76; Steel, 10; Timber, 1; Total 87.	
Culverts (under 10-foot span); Concrete, 49; Metal Arch, 50; Timber, 5; Total 104.	
Pipe culverts installed.....	1,681

Maintenance Items

(1) Roadside ditching.....	289.7 miles
Bituminous surface treatment.....	662.3 "
Dust prevention with oil.....	268.2 "
Dust prevention with calcium.....	2,797.2 "
Clay gravel stabilization.....	148.5 "
Resurfacing: Pit-run gravel.....	315,741 cu. yds.
Crushed gravel.....	635,146 "
Crushed stone.....	197,056 tons
(2) Snow Control: Mechanical equipment operations.....	9,502.2 miles
Snow fence protection.....	2,022.9 "
(3) Weed and Brush Control: by spraying.....	5,136.0 "
by cutting.....	5,477.9 "
(4) Repaired bridges, 142; repaired culverts, 848.	

SUBURBAN ROADS

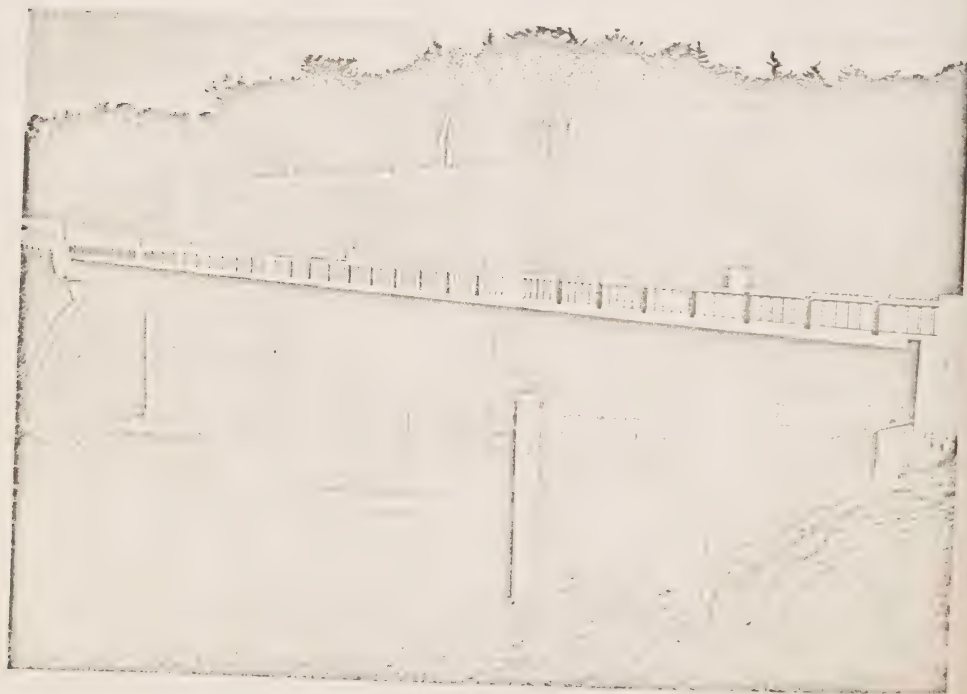
(Under Part III, The Highway Improvement Act)

There are 33 suburban road commissions operating in conjunction with the county systems, but confining their attention to specified mileages in the



Memorial Bridges

The George E. Stephenson Bridge over the Teeswater River, Pinkerton, on Bruce County road No. 15, above, honours the engineer and road superintendent of Bruce County for over 33 years. The Harvey C. Rose Bridge over the Don River and C.N.R. on the Eglinton Avenue road extension honours the chief engineer of the Toronto and York Roads Commission from 1927, who became commissioner of roads, Metropolitan Toronto, January 1, 1954.



vicinity of cities. Following is a list of the commissions so functioning, with the mileages, expenditures and subsidy payments pertaining to 1955:—

COUNTY	SUBURBAN ROAD COMMISSION	MILEAGE	APPROVED EXPENDITURE	GOVERNMENT SUBSIDY
Brant.....	Prantford.....	35.00	\$ 183,869.53	\$ 122,739.51
Carleton.....	Ottawa.....	106.10	338,074.72	192,180.37
Elgin.....	St. Thomas.....	19.80	28,409.62	14,774.38
Essex.....	Riverside.....	1.00	11,912.20	5,965.66
	Windsor.....	41.00	103,313.80	52,867.31
Frontenac.....	Kingston.....	40.90	67,971.46	34,083.71
Grey.....	Owen Sound.....	35.00	38,016.34	19,262.81
Hastings.....	Belleville.....	6.20	15,246.86	8,325.58
Kent.....	Chatham.....	12.58	37,106.61	18,611.08
Lambton.....	Sarnia.....	17.71	40,285.49	20,388.21
Lanark.....	Smiths Falls.....	6.00	9,255.67	4,655.83
Leeds and Grenville.....	Pockville.....	15.60	25,605.70	12,881.77
	Gananoque.....	3.30	11,098.53	5,549.27
	Prescott.....	1.40	4,603.95	2,328.83
	Smiths Falls.....	5.30	10,332.25	5,229.42
Lincoln.....	St. Catharines.....	23.97	45,714.11	22,933.77
Middlesex.....	London.....	64.25	139,946.55	72,188.83
Northumberland and Durham.....	Trenton.....	12.75	20,889.17	10,453.55
Ontario.....	Oshawa.....	16.94	46,866.32	23,611.10
Oxford.....	Ingersoll.....	4.20	8,733.83	4,374.67
	Woodstock.....	6.00	2,099.82	1,072.51
Perth.....	St. Mary's.....	5.00	7,473.79	4,245.51
	Stratford.....	18.90	35,274.15	19,791.26
Peterborough.....	Peterborough.....	70.00	134,976.06	69,596.36
Stormont, Dundas and Glengarry.....	Cornwall.....	28.50	58,409.25	29,466.19
Waterloo.....	Galt.....	22.46	47,632.95	24,468.70
	Kitchener.....	43.05	139,001.98	79,266.33
	Waterloo.....	9.00	11,817.18	5,908.59
Welland.....	Niagara Falls.....	20.05	36,562.48	18,429.97
	Welland.....	15.00	12,409.68	6,422.30
Wellington.....	Guelph.....	38.50	45,659.00	23,809.14
Wentworth.....	Hamilton.....	111.65	393,219.44	206,184.19
York.....	Toronto and York.....	179.27	760,437.29	425,094.07
TOTALS.....		1,036.38	\$2,872,225.78	\$1,567,160.78



Muskeg and rockwork on the Mindemoya Road, Carnarvon township, Manitoulin.

ROADS IN INCORPORATED TOWNSHIPS

(Under Part IV, The Highway Improvement Act)

The 617 organized township units, including 14 improvement districts, 2 provincial parks and 27 Indian reserves, expended a total of \$27,026,146.81 on road and bridge construction and maintenance during 1955.

Steadily mounting maintenance costs, due to increased travel, more especially during winter months, are indicated in a comparison of the average maintenance cost per mile in 1955 (\$342) with corresponding averages of \$322 in 1952; \$252 in 1950 and \$216 in 1948.

Expenditures in the year under review were subject to the following breakdown:—

	CONSTRUCTION	MAINTENANCE	TOTAL
Roads (winter control excepted).....	\$ 6,545,023.60	\$13,020,803.53	\$19,565,827.13
Bridges and culverts.....	3,656,944.70	762,980.91	4,419,925.61
Winter control.....		3,040,394.07	3,040,394.07
TOTAL APPROVED EXPENDITURE.....	\$10,201,968.30	\$16,824,178.51	\$27,026,146.81

The work accomplished:—

Construction Items

(1) New or rebuilt gravel and stone surfaces.....	340.3 miles
Low-cost bituminous surfaces.....	135.3 "
Pavements.....	66.4 "
Completed Road Construction.....	542.0 "
Graded to standard cross-section.....	1,714.3 "
(2) Bridges (10-foot span and over); Concrete, 197; Steel, 42; Timber, 66; Total 305.	
Culverts (under 10-foot span); Concrete, 211; Metal Arch, 242; Timber, 164; Total 617.	
Pipe culverts installed.....	4,444

Maintenance Items

(1) Roadside ditching.....	1,915.1 miles
Bituminous surface treatment.....	415.3 "
Dust prevention with oil.....	1,089.6 "
Dust prevention with calcium.....	4,301.1 "
Clay-gravel stabilization.....	102.5 "
Resurfacing: Pit-run gravel.....	1,273,698 cu. yds.
Crushed gravel.....	2,032,744 "
Crushed stone.....	714,665 tons
(2) Snow Control: Mechanical equipment operations.....	38,508.3 miles
Snow fence protection.....	2,022.4 "
(3) Weed and Brush Control: by spraying.....	12,530.5 "
by cutting.....	12,274.9 "
(4) Repaired bridges, 1,244; repaired culverts, 6,284.	

A record of the increase in township road expenditures and of the amount of Government aid applied thereto is presented in Appendix No. 8 of this report; and the mileages of the various types of surfaces as of December 31st, 1954, are to be found in Appendix No. 11.



Roland's Bridge over Beatty River, south of Hanover, Grey County Road No. 7.

Modern Designs in County Bridges



Aux Sables River Bridge on Huron County Road No. 4, near Crediton.



Huron County Road No. 12 crosses Maitland River in Brussels.

ROADS IN TERRITORY WITHOUT MUNICIPAL ORGANIZATION

(Under Part V, *The Highway Improvement Act*)

The upkeep and improvement of some 4,835 miles of road open to the public in the numerous townships of Northern Ontario that are without municipal organization incurred financial aid from the Department in the amount of \$831,035.43. In many areas the roads are the responsibility of elected boards functioning under the Statute Labour Act. There are 167 statute labour boards, and, in each case the dollar value of the statute labour road levy, whether commuted or performed, is met by the Department, on a 50:50 basis. Bridge and culvert costs are borne 80% by the Department, except where it is evident that the community is unable to share the cost of an essential structure, in which case the Department assumes the entire cost.

In areas where no statute labour road exists, due chiefly to insufficiency of settlement, small groups of land-holders are similarly aided in the upkeep of their roads by financial contribution, engineering advice and supervision of work.

SUMMARY OF UNINCORPORATED MUNICIPALITIES EXPENDITURES IN THE FISCAL YEAR 1955-56

MUNICIPAL DISTRICT	Value of Statute Labour or Other Work Performed	Direct Expenditure on Roads by Department	Total Value of Work Performed	Percentage of Aid by Department
10 — Nipissing.....	\$ 2,890.15	\$ 5,270.27	\$ 8,160.42	.65
11 — Muskoka.....	4,394.22	7,415.95	11,810.17	.63
12 — Parry Sound.....	45,212.07	132,166.82	177,378.89	.75
13 — Nipissing.....	37,382.33	76,664.46	114,046.79	.67
14 — Temiskaming and Cochrane South.....	45,320.18	146,833.55	192,153.73	.76
16 — Cochrane North.....	50,314.98	145,257.49	195,572.47	.74
17 — Sudbury.....	44,902.87	61,196.66	106,099.53	.58
18 — Algoma.....	28,515.77	55,765.87	84,281.64	.66
19 — Thunder Bay.....	35,798.33	96,804.58	132,602.91	.73
20 — Kenora and Rainy River.	36,484.57	103,148.90	139,633.47	.74
Work performed by Department:	\$331,215.47	\$830,524.55	\$1,161,740.02	.71
— paid for by settlers.....	—510.88	510.88	.....
TOTALS.....	\$330,704.59	\$831,035.43	\$1,161,740.02	

A summary of improvements effected by the above co-operative effort is given below:—

Construction Items

Clearing and grubbing.....	199.5 miles
Grade construction.....	56.3 "
Gravel and stone surfacing.....	92.2 "
Bridges (10-foot span and over); Timber, 28; Steel, 1; Total 29.	
Culverts (under 10-foot span); Timber, 120; Metal Arch, 2; Concrete, 1; Total 123.	
Pipe culverts installed.....	



Stabilized gravel, construction between Alderdale and Chiswick, Chisholm township,
North Bay district.

Maintenance Items

Roadside ditching.....	263.5 miles
Brush and weed cutting.....	537.5 "
Snow Control: Mechanical equipment operation	527.9 "
Snow fence protection.....	173.2 "
Pit-gravel applied.....	244,861 cu. yds.
Crushed gravel and stone applied.....	32,298 " "
Clay or sand applied.....	30,115 " "
Bridges repaired.....	237
Culverts repaired.....	1,251

DEVELOPMENT ROADS

(Under Part VI, The Highway Improvement Act)

During the fiscal year a total of \$3,876,267.57 was expended by the Department on the construction or improvement of 934.4 miles of rural roads designated by the Minister and accorded by Department-Municipality agreement the temporary status of Development Roads. Work was completed on 53 of these projects, totalling 247 miles, whereupon the agreements pertaining thereto were terminated, the municipal councils assuming normal responsibility for future upkeep. New designations were 104 in number.

Particulars as to location, mileage and expenditure during the year pertaining to each project are presented in the accompanying table on page 164 of this report.

URBAN ROADS AND STREETS

(Under Part VII, The Highway Improvement Act)

City, town and village councils expended an approved total of \$21,703,070.95 as compared with \$18,223,848.41 in 1954. These figures are exclusive of

Metropolitan Toronto's outlay, listed elsewhere.

Classification as to construction and maintenance is as follows:—

	CONSTRUCTION	MAINTENANCE	TOTAL
Roads and streets (Winter control excepted).....	\$ 8,290,865.26	\$ 7,884,259.69	\$16,175,124.95
Bridges and culverts.....	1,858,763.03	534,992.96	2,393,755.99
Winter Control.....		3,134,190.01	3,134,190.01
TOTAL APPROVED EXPENDITURE.....	\$10,149,628.29	\$11,553,442.66	\$21,703,070.95

Appendix No. 9 records the expenditures by urban councils and the amounts of statutory aid supplied thereon by the Department since the enactment of the enabling legislation. In Appendix No. 10 the mileages of urban road and street surfaces are presented for each county and district in the Province.

SIDEWALK CONSTRUCTION 1955-56

(Under Part IX, Section 100, The Highway Improvement Act)

Grey Township, Village of Ethel.....	\$ 120.85
Maryborough Township, Village of Moorefield.....	637.50
Osgoode Township, Village of Osgoode.....	1,047.75
Lochiel Township, Hamlet of Glen Robertson.....	547.40
E. Hawkesbury Township, Village of St. Eugene.....	1,059.37
Cornwall Township, V.L.A. Subdivision, Lots 1-36.....	3,123.32
Kitley Township, Hamlet of Jasper.....	200.00
Stanley Township, Village of Brucefield.....	623.84
Percy Township, Village of Warkworth.....	672.81
Logan Township, Village of Monkton.....	275.00
Ellice Township, Village of Rostock.....	444.90
Wilmot Township, Village of St. Agatha.....	858.82
TOTAL.....	\$9,611.56

MUNICIPAL ROADS 1955-56 DISCOUNTS

Discounts allowed Municipalities on pool machinery rentals and operators' wages..... \$79,142.56



Grading on Development Road No. 329, Manitowaning to Indian Reserve, Sudbury district.

1955 MUNICIPAL ROAD IMPROVEMENTS

An indication of the nature of the improvements carried out by the individual counties and the groups of townships under the supervision of each district municipal engineer is to be derived from the listing which follows. Items of purchases of operating equipment and of land for gravel content or right-of-way widening are included.

DISTRICT 1—(3 counties, 39 townships, 36 urban municipalities)

Essex—Construction: 0.25 miles asphaltic concrete, 23.6 miles stabilized base; 3 concrete bridges, 193 metal culverts, 1,140 l.f. underdrainage.

Maintenance: 77 miles bituminous treatment, 123 miles calcium dust laying; 112,639 c.y. pit run; 3 bridges, 65 culverts repaired.

Purchases: 1 grader, 2 trucks, 1 snow plow, 1 power rake, 1 bituminous mixer; 3.25 acres.

Kent—Construction: 20 miles asphaltic concrete, 21 miles stabilized base, 15 miles new grade; 2 concrete bridges, 23 metal culverts, 11 miles underdrainage.

Maintenance: 3 miles calcium dust laying, 10,000 c.y. pit run; 7 bridges, 18 culverts repaired.

Purchases: 1 grader, 1 truck, 1 mower, 2 snow plows; 6.5 acres.

Lambton—Construction: 12 miles asphaltic concrete, 3.5 miles new grade; 2 concrete bridges, 6 metal culverts.

Maintenance: 10.5 miles calcium dust laying; 1,000 c.y. pit gravel, 4,500 tons crushed stone; 5 bridges, 27 culverts repaired.

Purchases: 2 trucks, 1 snow plow; 12.7 acres.

Townships—Construction: 1.8 miles asphaltic concrete, 22 miles mulch, 20 miles new grade using 9,916 c.y. pit run, 9,136 c.y. crushed gravel, 36,773 tons crushed stone; 1 steel, 32 concrete bridges, 16 concrete, 151 metal culverts.

Maintenance: 43 miles bituminous treatment, 42 miles oil and 446 miles calcium dust laying; 160,385 c.y. pit run, 34,808 c.y. crushed stone, 95,370 tons crushed stone; 76 bridges, 282 culverts repaired.

Purchases: 7 graders, 4 trucks, 2 mowers, 4 snow plows, 4 weed sprayers, 1 automobile; 22.6 acres.

DISTRICT 2—(4 counties, 43 townships, 28 urban municipalities)

Elgin—Construction: 14.5 miles mulch, 11.5 miles new grade using 47,000 c.y. pit run, 6,800 c.y. crushed gravel and 8,400 c.y. crushed stone; 3 concrete bridges, 1 concrete and 41 metal culverts; 3,400 l.f. curb and gutter and 2.0 miles underdrainage.

Maintenance: 35 miles bituminous treatment, 10.5 miles stabilization, 50 miles calcium dust laying; 8,000 c.y. pit run and 12,000 c.y. crushed gravel; 50 miles weed spraying; 10 bridges and 3 large culverts repaired.

Purchases: 1 roller, 1 station wagon, 1 tractor and mower, 1 snow plow, 1 gasoline pump and tank.

Middlesex—Construction: 17.8 miles mulch, 2.2 miles mixed macadam, 14.3 miles new grade using 120,400 c.y. pit run and 13,500 c.y. crushed gravel; 10 concrete bridges, 9 concrete and 221 metal culverts.

Maintenance: 2.0 miles bituminous treatment, 12.2 miles oil and 78 miles calcium dust laying; 8,740 c.y. pit run and 37,400 crushed gravel; 3 bridges repaired.

Purchases: 4 dump trucks, 1 trailer, 2 sanders, 1 snow plow, 1 centre-line marker, 1 traffic counter; 53.5 acres.

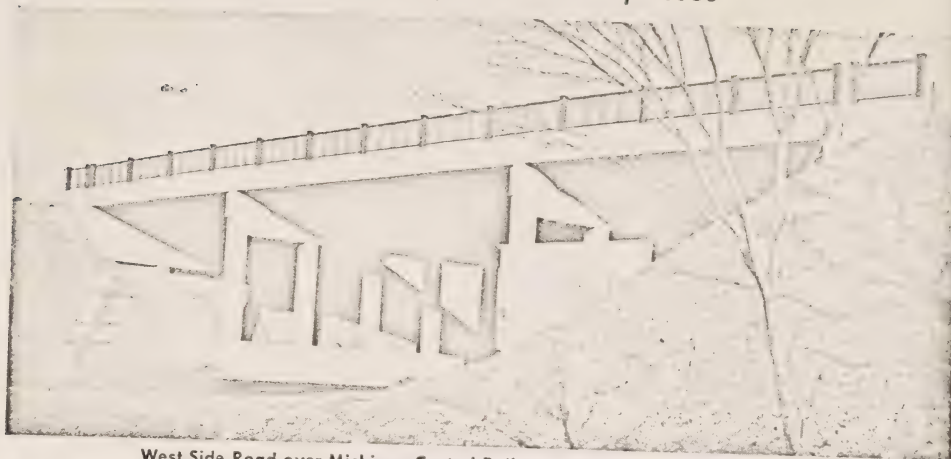
Norfolk—Construction: 6 miles mulch, 6 miles new grade using 20,000 c.y. crushed gravel and 1,200 tons crushed stone; 1,500 l.f. guide rail; 3 concrete bridges, 17 metal culverts and 2,800 l.f. underdrainage.

Maintenance: 37 miles bituminous treatment, 3 miles oil dust laying; 5,900 c.y. crushed gravel and 2,570 tons crushed stone; 220 miles weed spraying; 4 bridges and 6 culverts repaired.

Purchases: 2 dump trucks, 1 bitumen distributor, 1 tank car heater, 1 pile driver, 1 patrol car.

Oxford—Construction: 3.8 miles mulch, 8.6 miles new grade using 12,400 c.y. pit run and 8,600 c.y. crushed gravel; 2 concrete bridges, 1 concrete and 3 metal culverts, 11,200 l.f. underdrainage; 2,120 l.f. guide rail.

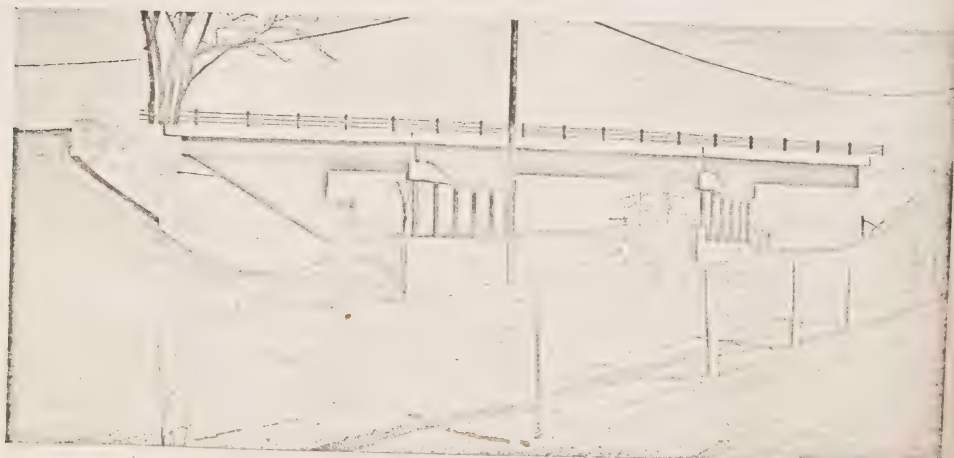
New County Road Overpasses



West Side Road over Michigan Central Railway, Welland County Road No. 12.



West Side Road over Forks Road, Welland County Roads Nos. 12 and 7. This was first County Road Interchange in the province.



Narrowway Bridge over C.N.R., Brantford Suburban Road No. 11.

Maintenance: 30.5 miles bituminous treatment, 111 miles calcium dust laying; 16,200 c.y. crushed gravel and 3,630 tons crushed stone; 215 miles weed spraying; 2 bridges and 181 culverts repaired.

Purchases: 2 sanders, 1 grader, 1 snow plow.

Townships—Construction: 11 miles mixed macadam, 10.5 miles mulch, 122 miles new grade using 44,700 c.y. pit run, 75,900 c.y. crushed gravel and 1,150 tons crushed stone; 1,900 l.f. guide rail; 26 miles stabilized base; 5 steel, 18 concrete bridges, 18 concrete and 7 metal culverts, 14,560 l.f. underdrainage.

Maintenance: 16.5 miles bituminous treatment, 50 miles oil and 341.5 miles calcium dust laying; 1,384 miles weed spraying; 92,850 c.y. pit run, 224,920 c.y. crushed gravel, 32,560 tons crushed stone; 48 bridges and 315 culverts repaired.

Purchases: 11 trucks, 4 tractors and mowers, 5 weed sprayers, 2 loaders, 1 crawler tractor, 2 snow plows, 1 garage; 21.7 acres.

DISTRICT 3—(4 counties, 44 townships, 32 urban municipalities)

Huron—Construction: 6.5 miles mulch, 6 miles new grade using 50,000 c.y. pit run, 20,000 c.y. crushed gravel; 5,000 s.y. sodding; 3 concrete bridges (one a prestressed span), 3 concrete culverts.

Maintenance: 6 miles bituminous treatment, 175 miles calcium dust laying; 3,000 c.y. pit run, 70,000 c.y. crushed gravel.

Purchases: 1 crawler tractor and scraper, 1 roller, 1 automobile.

Perth—Construction: 9 miles mulch, 7.25 miles new grade using 50,000 c.y. crushed gravel; 3 concrete bridges, 3 concrete culverts.

Maintenance: 7 miles bituminous treatment, 120 miles calcium dust laying; 7.5 miles ditching; 75,000 c.y. crushed gravel.

Purchases: 1 tractor, 1 truck, 1 snow plow; 10 acres.

Waterloo—Construction: 10.8 miles double surface treatment, 9.7 miles new grade using 8,000 c.y. pit run, 95,000 c.y. crushed gravel; 2 concrete bridges, 5 concrete and 2 metal culverts.

Maintenance: 23 miles bituminous treatment, 95 miles calcium dust laying; 9,000 c.y. crushed gravel; 2 bridges, 1 culvert repaired.

Purchases: 2 sanders.

Wellington—Construction: 15 miles plant mix; 3 concrete bridges, 23 concrete culverts.

Maintenance: 242 miles calcium dust laying; 140,000 c.y. crushed gravel; 7 bridges, 1 culvert repaired.

Purchases: 1 machinery shed.

Townships—Construction: 5 miles mulch, 252 miles reconstruction using 57,000 c.y. crushed gravel; 1 steel, 33 concrete bridges, 45 concrete, 482 metal culverts.

Maintenance: 780 miles calcium dust laying; 16,000 c.y. pit run, 447,000 c.y. crushed gravel; 50 bridges, 183 culverts repaired.

Purchases: 6 graders, 6 trucks, 2 snow plows, 2 tractors, 1 loader, 1 mower, 1 machinery shed; 18 acres.

DISTRICT 4—(5 counties, 39 townships, 2 Indian reserves, 26 urban municipalities)

Brant—Construction: 0.5 miles mulch, 1.9 miles new grade; 1 steel, 1 concrete bridge, 11 metal culverts.

Maintenance: 31 miles bituminous treatment, 14 miles calcium dust laying; 120 miles weed spraying; 8,750 c.y. pit run, 3,400 c.y. crushed gravel; 2 bridges repaired.

Purchases: 2 trucks, 1 tractor; 15 acres.

Haldimand—Construction: 9.1 miles double surface treatment, 3.83 miles heavy reconstruction; 44 metal culverts.

Maintenance: 16 miles calcium dust laying; 1.5 miles roadside ditching; 165 miles weed spraying; 12,880 c.y. crushed stone; 4 bridges repaired.

Purchases: 1 compressor and drill; 8.1 acres.

Lincoln—Construction: 2.5 miles double surface treatment, 5 miles new grade; 4 concrete bridges, 3 concrete and 19 metal culverts.

Maintenance: 21 miles bituminous treatment, 3 miles oil and 13 miles calcium dust laying; 67 miles weed spraying; 14,700 tons crushed stone; 2 bridges and 4 culverts repaired.

Purchases: 2 trucks, 1 tractor, 1 tractor-loader, 1 centre line marker, 1 post hole digger, chain saw; 9 acres.

Welland—Construction: 6.5 miles asphaltic concrete, 9.4 miles double surface treatment, 8.1 miles stone base, 15 miles stabilized base; 14,000 l.f. guide rail; 5 steel, 2 concrete bridges, 11 concrete, 66 metal culverts.

Maintenance: 29 miles double surface treatment, 12 miles calcium dust laying; 135 miles weed spraying; 20,000 c.y. crushed stone; 1 bridge, 8 culverts repaired.

Purchases: 1 truck, 1 portable mixer, 1 truck, 4 snow plows, 1 chain saw; 48.11 acres.

Wentworth—Construction: 25.45 miles double surface treatment; 2 concrete bridges, 2 metal culverts.

Maintenance: 25 miles oil dust laying; 3 miles roadside ditching; 190 miles weed spraying; 25,310 tons crushed stone; 108 culverts repaired.

Purchases: 3 trucks.

Townships—Construction: 10.81 miles penetration, 42.5 miles double surface treatment; 157 miles new grade using 15,168 c.y. pit run, 13,975 c.y. crushed gravel, 61,580 tons crushed stone; 1,625 l.f. guide rail; 1 steel, 21 concrete bridges, 1 timber, 46 concrete, 360 metal culverts, 1,000 l.f. underdrainage.

Maintenance: 29.25 miles bituminous treatment, 251 miles oil, 346 miles calcium dust laying; 369 miles roadside ditching; 1,217 miles weed spraying; 5,540 c.y. pit run, 63,460 c.y. crushed gravel, 241,154 tons crushed stone; 54 bridges, 400 culverts repaired.

Purchases: 10 trucks, 7 graders, 1 tractor, 1 plow, 7 loaders, 4 mowers, 1 crusher, 1 spreader, 1 cement mixer, 1 machine shed; 14.5 acres.

DISTRICT 5—(3 counties, 40 townships, 29 urban municipalities)

Bruce—Construction: 13.2 miles mulch, 7.3 miles new grade using 85,700 c.y. pit run and 20,200 c.y. crushed gravel; 3 concrete bridges, 49 metal culverts, 575 l.f. underdrainage.

Maintenance: 14 miles bituminous treatment, 150 miles calcium dust laying; 125 miles weed spraying; 23,700 c.y. crushed gravel; 5 bridges and 30 culverts repaired.

Purchases: 1 grader, 1 loader, 1 truck, 1 portable tank and spray, 1 car; 19.27 acres.

Dufferin—Construction: 36 miles stabilization; 3 concrete bridges, 5 metal culverts, 1,320 l.f. underdrainage; 200 l.f. guide rail.

Maintenance: 32 miles calcium dust laying; 100 miles weed spraying; 62,000 c.y. crushed gravel; 1 bridge repaired.

Purchases: 1 snow plow, 1 backhoe, 1 tree planter.

Grey—Construction: 2 miles mulch, 12 miles new grade using 29,650 c.y. pit run and 7,560 c.y. crushed gravel; 3,000 l.f. guide rail; 1 concrete bridge, 1 concrete culvert, 127 metal culverts.

Maintenance: 8 miles bituminous treatment, 44 miles oil and 165 miles calcium dust laying; 12 miles roadside ditching; 39,700 c.y. crushed gravel and 10,800 tons crushed stone; 2 bridges and 57 culverts repaired.

Purchases: 1 grader, 1 automobile; 4.1 acres.

Townships—Construction: 2.2 miles asphaltic concrete, 1.5 miles mulch, 144 miles new grade using 67,400 c.y. pit run, 73,260 c.y. crushed gravel and 4,000 c.y. crushed stone; 2 miles stabilization; 2 steel, 2 timber and 17 concrete bridges; 8 concrete, 1 timber and 615 metal culverts.

Maintenance: 0.5 mile bituminous treatment, 236 miles calcium dust laying; 1,157 miles weed spraying; 19,570 c.y. pit run, 254,660 c.y. crushed gravel, 750 c.y. crushed stone; 63 bridges and 302 culverts repaired.

Purchases: 9 graders with snow equipment, 1 truck, 1 tractor-dozzer; 5 acres.

DISTRICT 6—(4 counties, 33 townships, 1 Indian reserve, 33 urban municipalities)

Halton—Construction: 2.6 miles asphaltic concrete, 9.6 miles mulch, 11 miles new base using 70,000 c.y. pit run and 15,000 c.y. crushed gravel; 1 concrete bridge, 46 metal culverts.

Maintenance: 2 miles roadside ditching; 11 miles bituminous treatment, 70 miles calcium dust laying; 22,000 c.y. crushed gravel; 3 bridges repaired.

Purchases: 1 roller, 1 spreader, 1 tractor, 1 truck; 4 acres.

Peel—Construction: 1.8 miles asphaltic concrete, 2.5 miles mulch, 18.5 miles stabilized base using 10,700 c.y. crushed gravel; 3,200 l.f. guide rail; 1 concrete bridge, 52 metal culverts and 950 l.f. underdrainage.

Maintenance: 14 miles bituminous treatment, 34 miles prime and 25 miles calcium dust laying; 26,000 c.y. crushed gravel; 6 bridges and 20 culverts repaired.

Purchases: 2 automobiles.

(Authorized by Part VI of The Highway Improvement Act)

ROAD No.	DESCRIPTION OR LOCATION	LENGTH MILES	JURISDICTION (Township unless otherwise indicated)	COUNTY OR DISTRICT	EXPENDITURE 1955-56
35	Peninsula Road	6.0	Humphry	Parry Sound	\$ 24,987.79
37	Lake of Bays Road	9.2	Franklin and Brunel	Muskoka	34,050.24
40	Kemptville-Merrickville	11.2	County	Leeds and Grenville	53,400.66
60	North and South Pardee Road	4.0	Neebing Municipality	Thunder Bay	3,453.14
62	Sparrow Lake Road	6.0	Orillia (Township)	Simcoe	16,031.97
67	Dacre-Shumrock-Renfrew	16.0	Brougham, Admaston and County	Renfrew	100,330.84
76	Val Gagne Road	4.9	Black River Municipality	Cochrane	9,671.87
86	Denbigh-Plevna	19.0	Denbigh, Barrie and Clarendon	Lennox and Addington, Frontenac	51,450.95
87	Ardoch-Clarendon	14.2	Clarendon, Palmerston, Oso and Olden	Frontenac	6,026.74
91	Fifth Line	7.3	Nipissing (Township)	Parry Sound	9,994.44
96	Riccuau River Road	8.0	County	Leeds and Grenville	69,500.00
102	Bellamy Road	9.0	Pakenham	Lanark	16,681.91
106	Church Line	20.0	Galway and Cavendish	Peterborough	9,568.75
119	Allerdale-Chiswick	6.5	Chisholm	Nipissing	30,063.57
122	Old Nipissing Road	3.5	Chapman	Parry Sound	4,997.13
132	Battersea Road (Co. Rd. 11)	3.5	County	Frontenac	8,441.53
133	Old Burks Falls-Magnetawan	2.5	Ryerson	Parry Sound	4,999.94
134	Orville-Kosseau	11.0	Christie	Parry Sound	9,985.57
135	20th Sideroad	6.0	Macfar	Parry Sound	4,985.08
136	Con. X.VI, Hwy. 11 easterly	4.0	South Himswoorth	Parry Sound	40,957.16
137	Silver Miller-Brady Lake	3.8	Coleman	Temiskaming	18,000.91
141	Cloudslee Road	5.0	Thessalon and Lefroy	Algoma	7,134.26
148	Winchester-Hallville Road	3.8	County	Stormont, Dundas and Glenarry	10,919.75
149	Alexandria-Glen Robertson Road	10.5	County	Stormont, Dundas and Glenarry	36,512.05
153	Maynard-Augusta Road	10.5	County	Leeds and Grenville	16,449.00
154	Presqu'ile Park Approach	6.0	Augusta	Northumberland and Durham	3,297.61
160	Peninsula Road	2.3	County	Muskoka	32,749.77
163	Rosetta-Hopetown	9.0	Medora and Wood	Lanark	33,118.26
168	Ingoldsbey Road	8.5	Lanark (Township)	Lanark	4,832.25
170	Wetzel Lake Road	4.5	Anson, Hindon and Minden	Haliburton	19,960.05
173	Perth Road in Frontenac	10.0	Sherborne and McClintock	Frontenac	74,319.63
177	Frankford Foxboro Road	12.0	County	Hastings	28,866.41
178	Hardwood Lake to Mayo Boundary	8.5	County	Renfrew	24,999.37
179	French Line	11.0	Raglan	Lanark	1,049.73
179	French Sideroad	5.0	Darling	Lanark	11,719.43
180	Hillsdale-Brady Road	3.0	Torbolton	Carleton	8,023.85
186	Quintville-Boymount	9.8	Medonte	Simcoe	8,023.85
192	Macfarlane-Boymount	10.0	Brudenell and Lyndoch	Renfrew	9,964.68
193	Elphinstone Road	4.5	South Sherbrooke	Lanark	45,380.37
194	Balm Beach Road	3.0	North Sherbrooke and Dalhousie	Lanark	5,902.54
195	Blackstone Lake Road	3.9	Sarawak	Grey	16,055.91
197	Mission to Harbord	3.5	Poley	Grey	14,931.90
198	Val Caron-Chelsoford	5.0	Michipicoten	Parry Sound	21,314.75
203	Highland Grove to Hwy. 28	10.0	Balfour, Kayside and Biezard	Algoma	56,189.87
205	Big Bay-Pyette Point	10.0	Cardiff	Sudbury	59,918.13
206	Sixth Sideroad	8.0	Keppel	Grey	3,739.44
208	Long Point Park Approach	2.6	Brethour	Temiskaming	15,340.83
211	Dacre-Mount St. Patrick	2.6	Long Point Park Commission	Norfolk	26,121.46
213	Fort Stewart-N. Carlow	6.0	Brougham	Renfrew	4,999.89
214	Bessemer to North Boundary	11.0	Carlow	Hastings	14,415.04
216	Price's Corners to Coulson	8.0	Mayno	Hastings	4,883.70
		7.0	Oro and Medonte	Simcoe	9,960.95

218	Shallow Lake Road	9.0
225	Quimet Road	8.0
227	Feigensonvale-New Flos	9.0
228	Snow Road, East and South	3.0
233	Belle Vallee Road	3.0
235	Lyn to Row's Corners	4.5
240	Lower Faraday Road	4.5
241	Riley Lake Road	12.5
242	Bancroft Drive	3.0
246	Burden Lake Road	5.5
248	Carrying Place-Rednersville	2.8
250	Pilgrim Bridge	8.0
251	Hampton to Hwy. 35	0.5
252	Baileboro-Hall Landing	5.0
253	Larson Road	4.3
255	Concession IX, Hwy. 16 easterly	4.5
257	Hwy. 62 to Carson Lake	3.8
258	Beachburg to Foresters Falls	5.8
259	Minesing to Hwy. 90	5.8
260	Concession XII/XIII	7.2
261	Mono Mills to Hockley Road	6.2
263	Anderson Road and Loop	5.5
264	Eley Road	5.5
266	West Guilford-Eagle Lake	3.5
268	Scotch Corners Road	1.0
270	Thomson's Cors. to Matawatchan	5.0
271	Russell-Embrun Road	4.5
273	Kamsay Lake Road	3.0
274	Narvae-Moira Lake	6.0
275	Corbel to Nosbonsing Lake	2.5
276	Centre Road	2.5
278	Houghton Bay Road	5.0
279	Acton's Cors. to Oxford Mills	3.8
282	Hybla Road	2.0
284	Charley's Lock Road	3.0
285	Escott to Escott Centre	4.2
286	Carrier Lake-Englehart	2.5
287	Swamp Road	4.0
288	Steno to Hwy. 37	3.2
289	Wolf Lake Section, Mast Road	2.8
290	Waldie to Hwy. 43	1.5
292	Hastings to Campbellford	5.0
293	Blackstock-Gadins Road	7.0
294	Millharst Road	5.0
295	Mount Pleasant to West Boundary	2.8
296	Gardiner Road	2.5
297	Brudenell-Plymouth	2.5
298	Comstock to West Boundary	1.5
299	Hornet to Raglan Boundary	5.0
300	Barrt Hills Road	4.5
301	Elk Lake Station Road	5.3
302	Milhertha Bridge and Approaches	5.0
303	Lime Lake Road	0.5
304	Hwy. 2 to Lansdowne	1.0
305	Co. Rd. 8A to Elmsley Boundary	1.8
306	Hamburg Road	1.5
307	Ninth Line	3.5
308	South Branch Road	6.0
309	Port Franks Road	1.8
		2.0

County	Dorion Improvement District	125,348.23
Flos	Thunder Bay	1,835.40
Palmerston, N. and S. Canoto	Simcoe	8,233.65
Elizabethtown	Frontenac	5,827.22
Faraday	Temiskaming	16,551.82
Ryde	Leeds and Grenville	14,959.73
McKim and Neelon and Carson	Hastings	4,999.80
County	Muskoka	7,374.20
County	Sudbury	72,861.99
County	Parry Sound	15,985.62
County	Prince Edward	32,510.74
County	Renfrew	78.96
County	Northumberland and Durham	140,767.00
County	Northumberland and Durham	19,794.50
County	Thunder Bay	25,235.69
County	Leeds and Grenville	14,265.54
County	Renfrew	673.75
County	Simcoe	6,769.95
County	Simcoe	18,212.36
County	Dufferin	6,403.70
County	Kenora	8,978.17
County	Algoma	7,618.69
County	Haliburton	5,155.86
County	Lanark	10,045.20
County	Renfrew	22,884.46
County	Prescott and Russell	4,999.79
County	Sudbury	10,018.20
County	Sudbury	19,876.11
County	Nipissing	1,750.00
County	Nipissing	25,414.93
County	Leeds and Grenville	5,335.89
County	Leeds and Grenville	11,278.45
County	Hastings	7,894.57
County	Leeds and Grenville	10,050.28
County	Leeds and Grenville	24,701.71
County	Temiskaming	12,200.00
County	Carleton	39,417.79
County	Hastings	21,313.48
County	Frontenac	27,984.96
County	Stormont, Dundas and Glenarry	34,851.97
County	Northumberland and Durham	\$7,277.03
County	Northumberland and Durham	151,057.53
County	Leeds and Grenville	40,100.00
County	Stormont, Dundas and Glenarry	13,048.40
County	Frontenac	23,223.11
County	Renfrew	12,000.42
County	Renfrew	4,967.65
County	Hastings	4,969.36
County	Frontenac	24,808.16
County	Temiskaming	24,726.92
County	Temiskaming	2,451.91
County	Lennox and Addington	20,940.63
County	Leeds and Grenville	8,749.48
County	Leeds and Grenville	19,548.90
County	Lennox and Addington	8,400.00
County	Lennox and Addington	12,000.00
County	Peterborough	35,879.54
County	Stormont, Dundas and Glenarry	19,581.91
County	Lambton	58,044.71

ROAD No.	DESCRIPTION OR LOCATION	LENGTH Miles	JURISDICTION (Township unless otherwise indicated)	COUNTY OR DISTRICT	EXPENDITURE 1955-56 \$
310	Third Concession	1.4	Tyendinaga	Hastings	8,973.56
311	McKenzie Road	2.5	Hinchinbrooke	Frontenac	20,618.67
312	Gall Park Road	2.5	Emmerson	Peterborough	6,129.67
313	Centre Line Road	5.5	Plummer Additional	Algoma	8,787.50
314	Dean Lake Road	2.5	Thompson	Algoma	1,048.51
315	McGill Road	4.2	Neelburg Municipality	Thunder Bay	19,473.04
316	St. John's Bay Road (Crooks)	3.7	Neelburg Municipality	Thunder Bay	4,484.66
317	Sturgeon Bay Road (Blake)	3.7	Neelburg Municipality	Thunder Bay	3,978.36
318	John Street Road	7.0	Owen	Thunder Bay	36,053.39
319	Concession I/II	6.0	O'Connor	Thunder Bay	13,445.77
320	Boundary Road	3.0	Adala and Tecumseth	Simcoe	38,217.31
321 (A)	Burritts Rapids - Merrickville	2.0	Marlborough	Carleton	40,283.05
321 (B)	Burritts Rapids - Merrickville	3.5	Montague	Carleton	7,731.34
322	Brass's Point to Hwy. 15	1.0	Pittsburgh	Frontenac	5,791.51
323	Larvik Village to Elphin	16.0	County	Frontenac	48,225.69
324	Dillon Cove Road (Part)	4.0	Carling	Frontenac	11,990.99
325	Sideroad 30	1.0	Strong	Frontenac	9,999.86
326	Green Acres Road	5.5	County	Frontenac	4,990.43
327	Middle River Road	1.5	McKellar	Frontenac	11,982.24
328	Craft Creek Road	4.0	Montjoy	Frontenac	24,509.24
329	Manitowaning - Wikwemikong	3.29	Assiniboia	Frontenac	9,994.25
330	Mount Forest By-pass	2.1	Northumberland	Frontenac	30,508.29
331	Burnley-Warkworth Road	9.5	Percival Haldimand	Frontenac	3,574.81
332	Connecting Road	1.6	Fitzroy and Torbolton	Frontenac	13,818.87
333	Santa's Village Road	4.5	Monk	Frontenac	22,982.76
334	Mindemoya, southerly	4.5	Carleton	Frontenac	20,639.42
335	Concession II (Burriss)	2.0	LaVallee Municipality	Frontenac	15,560.45
336	Hwy. 2 to Hwy. 3	4.5	County	Frontenac	4,696.04
337	Connecting Road	1.8	Bonfield	Frontenac	20,359.21
338	Mattawa, westerly	1.2	Papineau	Frontenac	17,300.40
339	Sideroad 8/9	3.5	Gillies	Frontenac	17,378.00
340	Onton Lake Road (McIntyre)	4.7	Shumiah Municipality	Thunder Bay	17,573.50
341	Havelock Nephon	8.7	Belmont and Methuen	Thunder Bay	35,593.33
342	Skootamatta Road	1.3	Elzevir and Grimsthorpe	Peterborough	5,242.55
343	Barkway Hill	0.5	Ryde	Hastings	7,978.79
344	Concession III	2.5	Stafford	Muskoka	3,198.25
345	Concession III	4.0	Morrison	Renfrew	17,300.40
346	Ravenscliffe Road	5.0	Chaffey	Muskoka	16,674.65
347	Concession II	8.1	Paipoonge	Muskoka	38,585.33
348	Fish Hatchery Road	5.4	Dorion	Thunder Bay	19,506.31
349	Hwy. 2 to Caintown	3.0	County	Thunder Bay	29,732.16
350	Walker Lake Road	0.2	Schreiber	Thunder Bay	3,507.46
351	Concession X/XI	1.5	Joly	Thunder Bay	2,999.13
352	Bonvillere River Road	5.0	Wilberforce	Parry Sound	3,691.38
353	St. Ola Road	3.0	Limerick	Renfrew	6,499.77
354	Lake Nipigon Road	4.0	Beardmore Improvement District	Hastings	3,176.95
355	Waterworks Sideroad	3.8	Sarnia (Township)	Thunder Bay	20,497.81
356	Fennell-Gilford Road	3.0	West Gwillimbury	Lambton	34,509.68
357	Relocation Co. Rd. 12B	2.5	County	Simcoe	18,206.83
358	Lake Dore-Golden Lake	9.0	County	Simcoe	17,222.77
359	Harlowe Village to Hwy. 41	5.0	Barrie (Township)	Renfrew	34,919.80

360	Dundalk Road in Melancthon.....	5.0	County.....	Dufferin.....	36,821.78
361	Westport to Bedford Mills.....	5.3	County.....	Leeds and Grenville.....	10,340.30
362	Remi Lake Diversion Road.....	2.7	Fauquier.....	Cochrane.....	20,813.38
363	Concession I/II (Clergie).....	3.0	Calvert.....	Lanark.....	12,932.75
364	Caldwell's Mills, easterly.....	6.0	Lavant.....	Prescott and Russell.....	28,910.20
365	St. Eugene to Quebec Boundary.....	3.5	County.....	Cochrane.....	33,170.11
366	Fourmier-Routhier Road.....	5.5	County.....	Peterborough.....	25,703.22
367	Smooth-Rock Junction Road.....	2.8	Kendrey Improvement District.....	Simcoe.....	4,905.55
368	Sec. Rd. 507 to Mississauga Dam.....	2.5	Harvey.....	Carleton.....	40,948.09
369	Hugel Avenue Extension.....	1.0	Tay.....	Stormont, Dundas and Glengarry.....	9,764.92
370	Mervale-City View.....	2.2	Ottawa Suburban Roads Commission.....	Simcoe.....	8,987.70
371	Co. Rd. 16 (Part).....	2.2	County.....	Cochrane.....	9,640.75
372	Smiths Falls-Jasper (Part).....	2.7	County.....	Ontario.....	41,615.97
373	Everett to Hwy. 89.....	2.7	Toronto.....	Hastings.....	12,995.88
374	Carriand Beatty Roads.....	3.8	Black River Municipality.....	Perry Sound.....	4,985.19
375	Longford Mills to Hwy. 69.....	5.0	County.....	Temiskaming.....	9,835.12
376	Ryan Road.....	3.5	Wicklow and Carlow.....	Sudbury.....	4,466.12
377	Axe Lake Road.....	4.0	McMurrich.....	Hastings.....	3,566.64
378	Hilliarton to Hwy. 11.....	3.5	Hilliard.....	Cochrane.....	9,158.89
379	Long Lake Road.....	6.0	Waters.....	Carleton.....	39,769.03
380	Intersection Approach.....	0.1	Wollaston.....	Lennox and Addington.....	2,992.96
381	Playfair Loop.....	6.0	Playfair.....	Stormont, Dundas and Glengarry.....	21,577.36
383	Kimburn-Woodlawn Road.....	4.0	County.....	Simcoe.....	454.63
385	Croydon-Redville Road.....	5.5	Camden East.....	TOTAL.....	\$3,876,267.57
386	Boundary Road (Part).....	5.5	Finch and Roxborough.....		
388	Concession I/II.....	1.5	Thy.....		
	Preliminary Surveys.....	.....		
	TOTAL.....	934.4			

Simcoe—Construction: 1.9 miles asphaltic concrete, 6.3 miles mulch, 21.4 miles new grade using 42,800 c.y. pit run and 29,000 c.y. crushed gravel; 425 l.f. guide rail; 2 concrete bridges, 38 metal culverts and 525 l.f. underdrainage.

Maintenance: 69.6 miles prime, 118 miles calcium dust laying; 3.4 miles road-side ditching 22,600 c.y. pit run and 25,860 c.y. crushed gravel; 2 bridges and 53 culverts repaired.

Purchases: 1 grader, 1 tractor-loader, 1 trailer, 3 trucks, 1 spreader; 4.5 acres.

York—Construction: 5 miles asphaltic concrete, 4 miles mulch, 2.5 miles new grade using 10,690 c.y. pit run and 4,240 c.y. crushed gravel; 1,970 l.f. guide rail; 15,950 s.y. sodding; 2 concrete bridges, 13 metal culverts and 200 l.f. underdrainage.

Maintenance: 62 miles bituminous treatment, 50 miles calcium dust laying; 16,800 c.y. pit run, 17,400 c.y. crushed gravel and 3,870 c.y. crushed stone; 35 culverts repaired.

Purchases: 1 grader, 2 tractors with loaders and mowers; 4 acres.

Townships—Construction: 6.6 miles asphaltic concrete, 11.9 miles mulch, 67.5 miles new grade using 85,200 c.y. pit run, 77,150 c.y. crushed gravel, 1,850 c.y. crushed stone; 16.8 miles stabilized base; 12,480 l.f. guide rail; 6,640 s.y. sodding; 56 concrete, 8 timber and 11 steel bridges, 6 concrete, 1 timber and 339 metal culverts; 300 l.f. underdrainage.

Maintenance: 70.5 miles surface treatment, 264 miles prime and 358.5 miles calcium dust laying; 89.65 miles roadside ditching; 62,970 c.y. pit run, 265,000 c.y. crushed gravel, 32,000 c.y. crushed stone; 75 bridges and 309 culverts repaired.

Purchases: 9 trucks, 2 graders with snow equipment, 5 spreaders, 1 tractor-loader, 1 station wagon, 1 snow plow; 14 acres.

DISTRICT 7—(3 county units, 34 township units, 2 Indian reserves, 17 urban municipalities)

Northumberland and Durham—Construction: .5 miles asphaltic concrete, 9.0 miles mulch, 12.0 miles reconstruction using 50,000 c.y. pit run, 8,000 c.y. crushed gravel; 3,200 l.f. guide rail; 4,700 l.f. underdrainage; 3 concrete bridges and 48 metal culverts.

Maintenance: 26.4 miles bituminous treatment; 201.5 miles dust laying; 10 miles ditching; 4,200 c.y. pit run, 3,800 c.y. crushed gravel; 3 bridges and 6 culverts repaired.

Purchases: 1 automobile, 1 grader, 2 trucks, 1 roller; 30 acres.

Peterborough—Construction: 7 miles asphaltic concrete; 9.5 miles reconstruction using 14,700 c.y. pit run, 4,600 c.y. crushed gravel; 1,100 l.f. guide rail; 1,900 l.f. underdrainage; 3 steel bridges and 37 metal culverts.

Maintenance: 6 miles bituminous treatment, 13 miles prime, 135 miles dust laying; 23 miles ditching, 6,950 c.y. crushed gravel; 6 bridges and 4 culverts repaired.

Purchases: 1 grader.

Prince Edward—Construction: 1.6 miles mulch, 8.8 miles reconstruction; 41 pipe culverts.

Maintenance: 0.9 miles bituminous treatment, 8 miles prime, 69 miles dust laying; 6,150 c.y. crushed gravel; 2 bridges repaired.

Purchases: 2 spreaders, 3 trucks, 1 automobile.

Townships—Construction: 19.5 miles mulch; 84.5 miles reconstruction using 70,500 c.y. pit run, 53,300 c.y. crushed gravel; 7 bridges (6 concrete, 1 steel) and 409 metal culverts.

Maintenance: 5.9 miles bituminous treatment; 294.5 miles dust laying; 50.5 miles ditching, 66,600 c.y. pit run, 111,600 c.y. crushed gravel; 58 bridges and 332 culverts repaired.

Purchases: 7 trucks, 1 grader, 1 chain saw and 23 acres.

DISTRICT 8—(4 county units, 42 township units, 1 Indian reserve, 18 urban municipalities)

Frontenac—Construction: 3 miles mulch, 7 miles new grade using 310 c.y. pit run and 5,240 c.y. crushed stone; 3,500 l.f. guide rail; 1 concrete, 3 timber bridges and 33 metal culverts.

Maintenance: 15 miles bituminous treatment, 5 miles prime, 70 miles calcium dust laying; 20 miles roadside ditching; 3,400 c.y. crushed stone; 1 bridge and 21 culverts repaired.

Purchases: 4 knapsack sprayers; 50 acres.

Hastings—Construction: 0.5 miles asphaltic concrete, 2.5 miles double surface treatment, 1.5 miles new grade using 120 c.y. crushed gravel and 1,160 c.y. crushed stone; 600 l.f. guide rail; 24 metal culverts.

Maintenance: 16 miles bituminous treatment, 34 miles prime, 124 miles calcium dust laying; 65 miles weed spraying; 690 c.y. pit run, 14,760 c.y. crushed gravel and 21,200 c.y. crushed stone; 14 bridges and 12 culverts repaired.

Purchases: 1 tractor with loader, 1 truck, 4 spreaders.

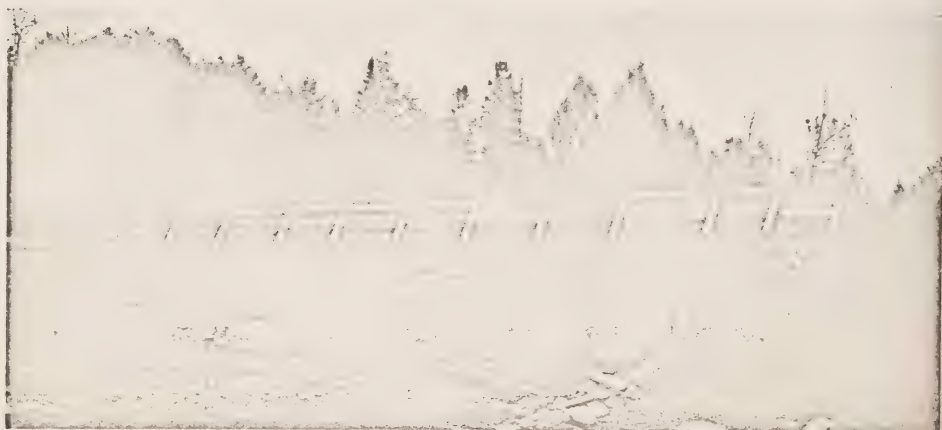


Bailey bridge over Hudson Creek, Development Road, Kerns township, New Liskeard district.

New Bridges in Northern Ontario



The Copenhagen Road crosses Current River, Gorham Township, (Thunder Bay).



Another creosoted timber structure over Current River, (Thunder Bay).

Leeds and Grenville—Construction: 2.1 miles mulch, 4.3 miles new grade using 1,900 c.y. crushed gravel and 2,390 c.y. crushed stone; 31 metal culverts.

Maintenance: 41.4 miles bituminous treatment, 11 miles prime, 90 miles calcium dust laying; resurfaced 1.5 miles pavement; 153 miles weed spraying; 1,715 c.y. pit run, 3,870 c.y. crushed gravel and 6,045 c.y. crushed stone; 3 bridges and 32 culverts repaired.

Purchases: 1 spray truck; 6.9 acres.

Lennox and Addington—Construction: 1 mile new grade using 12,000 c.y. pit run, 500 c.y. crushed gravel and 2,000 c.y. crushed stone; 1,200 l.f. guide rail; 2 concrete bridges and 28 metal culverts.

Maintenance: 60 miles surface treatment, 5 miles calcium dust laying; 3 miles roadside ditching; 70 miles weed spraying; 18,000 c.y. pit run, 4,500 c.y. crushed gravel and 5,000 c.y. crushed stone; 1 bridge and 6 culverts repaired.

Purchases: 1 tractor-dozzer, 1 truck, 1 spreader; 4.5 acres.

Townships—Construction: 0.2 miles asphaltic concrete, 1.25 miles mulch, 43.75 miles new grade using 11,455 c.y. pit run, 5,565 c.y. crushed gravel and 3,545 c.y. crushed stone; 780 l.f. guide rail; 0.5 mile stabilized base; 1 concrete and 14 (rebuilt) timber bridges, 5 concrete, 10 timber and 209 metal culverts.

Maintenance: 11.55 miles surface treatment, 21.25 miles weed spraying; 61,425 c.y. pit run, 65,420 c.y. crushed gravel and 65,400 c.y. crushed stone; 95 bridges and 612 culverts repaired.

Purchases: 5 graders, 4 trucks, 1 sprayer, 3 spreaders, 1 mower, 1 plow and wing, 1 ferry scow.

DISTRICT 9—(4 county units, 47 township units, 23 urban municipalities)

Carleton—Construction: 5.5 miles asphaltic concrete, 7 miles mulch, 36 miles new grade using 136,157 c.y. pit run and 33,290 c.y. crushed gravel; 600 l.f. guide rail; 3 concrete bridges, 13 metal culverts, 4,474 l.f. underdrainage.

Maintenance: 3 miles bituminous treatment, 74 miles calcium dust laying, 171 miles weed spraying; 54,780 c.y. pit run, 3,900 c.y. crushed gravel, 1,734 tons bituminous patching; 3 bridges, 49 culverts repaired.

Purchases: 1 tractor-loader-mower, 1 snow plow, 2 trucks, 1 automobile; 2.84 acres.

Lanark—Construction: 2.45 miles asphaltic concrete, 1.5 miles mulch, 4.5 miles new grade using 12,140 c.y. pit run, 1,535 c.y. crushed gravel; 900 l.f. guide rail; 3 steel bridges, 31 metal culverts; 920 l.f. underdrainage.

Maintenance: 12.7 miles bituminous treatment, 114 miles calcium dust laying; 9.5 miles roadside ditching; 116 miles weed spraying; 5,050 c.y. pit run, 7,960 c.y. crushed gravel, 2,450 c.y. crushed stone; 1 bridge, 11 culverts repaired.

Purchases: 1 truck; 290 acres.

Prescott and Russell—Construction: 13 miles mulch, 6 miles new grade using 18,000 c.y. pit run, 6,000 c.y. crushed gravel, 18,000 c.y. crushed stone; 1 concrete, 36 metal culverts.

Maintenance: 5 miles bituminous treatment, 100 miles calcium dust laying; 4 miles roadside ditching; 305 miles weed spraying; 2,000 c.y. pit run, 35,000 c.y. crushed gravel, 20,000 c.y. crushed stone; 5 bridges, 20 culverts repaired.

Purchases: 2 trucks with plows; 7 acres.

Stormont, Dundas and Glengarry—Construction: 23 miles mulch, 14 miles new grade using 30,140 c.y. pit run, 10,870 c.y. crushed gravel; 3 concrete bridges, 5 concrete, 19 metal culverts.

Maintenance: 95 miles calcium dust laying; 292 miles weed spraying; 7,900 c.y. pit run, 17,855 c.y. crushed gravel, 500 c.y. crushed stone.

Purchases: 1 truck; 10.38 acres.

Townships—Construction: 2.5 miles asphaltic concrete, 1 mile mulch, 46 miles new grade using 26,073 c.y. pit run, 10,395 c.y. crushed gravel, 16,930 tons crushed stone; 4,000 l.f. guide rail; 5 timber, 7 steel, 9 concrete bridges, 21 timber, 15 concrete, 371 metal culverts.

Maintenance: 3.25 miles bituminous treatment, 535 miles calcium dust laying; 25 miles stabilization; 942 miles weed spraying; 124,768 c.y. pit run, 203,400 c.y. crushed gravel, 12,030 c.y. crushed stone; 149 bridges, 441 culverts repaired.

Purchases: 7 trucks, 6 graders, 9 plows and wings, 2 weed sprayers; 34 acres.



Bridge over Crow River, east of Glen Alda, Development Road.

DISTRICT 10—(1 county, 40 townships, 12 urban municipalities, 2 statute labour boards, 3 unorganized units)

Renfrew—Construction: 33.5 miles asphaltic concrete, 1 mile new grade, 25.7 miles stabilized base; 2 timber, 1 concrete and 62 metal culverts.

Maintenance: 15 miles bituminous treatment, 102 miles calcium dust laying; 70 miles weed spraying; 4,000 c.y. pit run and 4,300 c.y. crushed gravel; 1 bridge and 1 culvert repaired.

Purchases: 8.75 acres.

Townships—Construction: 0.75 miles asphaltic concrete, 84 miles reconstruction using 8,875 c.y. pit run and 5,500 c.y. crushed gravel; 4,000 l.f. guide rail; 6 timber, 3 steel bridges, 15 timber, 149 metal culverts.

Maintenance: 82.5 miles calcium dust laying; 190 miles roadside ditching; 209 miles weed spraying; 287 miles brush cutting; 142,890 c.y. pit run, 36,740 c.y. crushed gravel, 2,000 c.y. crushed stone; 85 bridges and 378 culverts repaired.

Purchases: 1 grader, 5 trucks, 1 float, 1 plow and wing; 11.5 acres.

Statute labour and unorganized units—Construction: 18 timber and 18 metal culverts.

Maintenance: 4 miles roadside ditching; 1,600 c.y. pit run; 2 bridges repaired.

DISTRICT 11—(2 counties, 1 provisional county, 1 district, 52 township units, 19 urban municipalities, 2 statute labour boards, 4 unorganized units)

Ontario—Construction: 1.6 miles asphaltic concrete, 15.15 miles mulch, 15 miles new grade using 63,000 c.y. pit run, 14,500 c.y. crushed gravel, 1,500 c.y. crushed stone; 1,400 l.f. guide rail; 37 metal culverts, 500 l.f. underdrainage.

Maintenance: 9.2 miles bituminous treatment, 24.7 miles oil and 60 miles calcium dust laying; 6.5 miles roadside ditching; 220 miles weed spraying; 22,000 c.y. pit run, 19,000 c.y. crushed gravel; 4,775 tons crushed stone; 9 bridges, 43 culverts repaired.

Purchases: 1 grader, 3 trucks, 1 plow and wing; 3.6 acres.

Victoria—Construction: 10.2 miles mulch; 5.3 miles reconstruction; 1 timber, 1 steel bridge, 57 metal culverts.

Maintenance: 6 miles bituminous treatment, 153 miles calcium dust laying; 125 miles weed spraying; 6,560 c.y. pit run, 34,500 c.y. crushed gravel, 3,728 tons crushed stone; 25 bridges, 30 culverts repaired.

Purchases: 1 tractor with loader; 1.12 acres.

Townships—Construct on: 7 miles asphaltic concrete, 13 miles new grade using 13,000 c.y. pit run, 17 miles stabilized base; 1,800 l.f. guide rail; 5 timber, 2 steel bridges, 327 metal culverts.

Maintenance: 4 miles bituminous treatment, 34 miles oil and 215 miles calcium dust laying; 35 miles weed spraying; 87 miles roadside ditching; 145,000 c.y. pit run, 93,000 c.y. crushed gravel, 5,800 c.y. crushed stone; 211 bridges, 1,015 culverts repaired.

Purchases: 2 graders, 8 trucks, 3 tractor loaders, 2 plows and wings; 4 acres.

DISTRICT 12—(18 townships, 4 Indian reserves, 9 urban municipalities, 18 statute labour boards, 9 unorganized units)

Organized Townships—Construction: 20 acres cleared, 11.5 miles reconstruction with 25,700 c.y. rock and 140,700 c.y. earth excavation, 35,300 c.y. pit run and 3,650 c.y. crushed gravel; 150 l.f. guide rail; 6 timber bridges, 25 metal culverts.

Maintenance: 62 miles calcium dust laying; 137 miles roadside ditching; 32 miles weed spraying; 232 miles brush cutting; 39,050 c.y. pit run, 14,000 c.y. crushed gravel; 51 bridges, 305 culverts repaired.

Purchases: 2 graders, 1 truck; 12.9 acres.

Statute labour and unorganized units—Construction: 60 acres cleared; 7.5 miles reconstruction using 5,380 c.y. pit run; 5 timber bridges, 42 timber and 319 metal culverts.

Maintenance: 60 miles roadside ditching; 70 miles brush cutting; 46,665 c.y. pit run, 4,260 c.y. crushed gravel, 3,150 c.y. clay and sand; 64 bridges, 411 culverts repaired.

DISTRICT 13—(18 organized townships, 6 urban municipalities, 17 statute labour boards, 29 unorganized units)

Organized townships—Construction: 4.75 miles mulch, 13 miles reconstruction using 12,800 c.y. pit run and 1,100 c.y. crushed gravel; 5 timber bridges, 19 timber and 134 metal culverts; 2 machinery sheds.

Maintenance: 52.5 miles calcium dust laying; 147 miles roadside ditching; 41,414 c.y. pit run, 6,428 c.y. crushed gravel; 49 bridges, 107 culverts repaired.

Purchases: 1 grader, 1 snow plow, 3 wings; 4.6 acres.

Statute labour and unorganized units—Construction: 11 miles reconstruction using 5,192 c.y. pit run; 1 steel, 3 timber bridges, 13 timber, 106 metal culverts.

Maintenance: 40.3 miles roadside ditching; 117 miles brush cutting; 27,970 c.y. pit run; 31 bridges, 112 culverts repaired.

DISTRICT 14—(26 townships, 9 urban municipalities, 23 statute labour boards, 59 unorganized units)

Organized townships—Construction: 6 acres clearing, 2.1 miles new grade using 4,600 c.y. pit run; 7 steel, 2 timber bridges, 7 timber, 44 metal culverts.

Maintenance: 230 miles weed spraying; 75 miles brush cutting; 46,000 c.y. pit run, 29,000 c.y. crushed gravel, 8,000 c.y. crushed stone; 42 bridges, 167 culverts repaired.

Purchases: 3 graders, 1 truck, 1 gravel pit.

Statute labour boards and unorganized units—Construction: 66 acres clearing, 17 miles new grade using 20,000 c.y. pit run, 6,000 c.y. crushed gravel; 1 timber bridge, 2 timber, 38 metal culverts.

Maintenance: 6 miles roadside ditching; 47 miles brush cutting; 36,150 c.y. pit run; 25 bridges, 139 culverts repaired.

DISTRICT 16—(6 township units, 6 urban municipalities, 27 statute labour boards, 1 Indian reserve)

Organized townships—Construction: 0.97 miles mulch, 1.15 miles new grade using 4,027 c.y. pit run; 1 timber bridge, 2 timber and 34 metal culverts.

Maintenance: 4.62 miles bituminous treatment, 9.26 miles roadside ditching; 23,068 c.y. pit run; 7 bridges, 65 culverts repaired.

Purchases: 1 tractor.

Statute labour and unorganized units—Construction: 44 acres clearing, 12.55 miles new grade using 7,820 c.y. sand, 7,470 c.y. pit run, 325 c.y. crushed gravel; 9 timber bridges, 6 timber and 31 metal culverts.

Maintenance: 19.77 miles roadside ditching; 116.36 miles brush cutting; 27,922 c.y. pit run, 9,458 c.y. sand and clay; 32 bridges, 48 culverts repaired.

DISTRICT 17—(24 organized townships, 10 urban municipalities, 7 Indian reserves, 15 statute labour boards, 44 unorganized units)

Organized townships—Construction: 1.2 miles asphaltic concrete, 5.85 miles mulch, 41.8 miles new grade using 930 c.y. pit run, 2,087 c.y. crushed gravel; 2 timber bridges, 5 timber, 21 concrete, 141 metal culverts.

Maintenance: 1.55 miles bituminous treatment, 118 miles calcium dust laying; 103 miles roadside ditching; 62,450 c.y. pit run, 12,763 c.y. crushed gravel; 31 bridges, 163 culverts repaired.

Purchases: 3 graders, 1 truck and plow, 1 tractor, 1 sander.

Statute labour and unorganized units—Construction: 7.5 miles regraded; 1 timber bridge, 4 timber, 69 metal culverts.

Maintenance: 17.9 miles roadside ditching, 32.9 miles brush cutting; 27,583 c.y. pit run, 27,616 c.y. crushed gravel, 1,087 c.y. sand and clay; 21 bridges, 142 culverts repaired.

DISTRICT 18—(18 organized townships, 8 urban municipalities, 9 Indian reserves, 12 statute labour boards, 40 unorganized units)

Organized townships—Construction: 17.5 miles new grade using 3,122 c.y. pit run, 60 c.y. crushed gravel; 2.5 miles clearing; 298 l.f. guide rail; 3 timber bridges, 1 timber, 12 concrete, 121 metal culverts.

Maintenance: 59 miles roadside ditching; 22 miles oil and 25 miles calcium dust laying; 109 miles weed spraying, 76 miles brush cutting; 36,832 c.y. pit run, 9,606 c.y. crushed gravel; 25 bridges, 218 culverts repaired.

Purchases: 1 grader, 1 plow and wing; 0.42 acres.

Statute labour and unorganized units—Construction: 3 acres clearing; 3 timber bridges, 1 concrete, 54 pipe culverts.

Maintenance: 14.25 miles roadside ditching; 43 miles brush cutting; 25,100 c.y. pit run; 420 c.y. clay and sand; 9 bridges, 29 culverts repaired.

DISTRICT 19—(10 townships, 3 urban municipalities, 7 improvement districts, 22 statute labour boards, 7 unorganized units)



Bridge over Mississippi River, Development Road No. 193, west of Elphin, Ottawa district.

Organized townships—Construction: 0.8 miles asphaltic concrete, 800 feet cement concrete, 3.5 miles mulch; 18.5 miles new grade using 153,735 c.y. pit run, 1,815 c.y. crushed gravel; 7 timber bridges, 55 timber, 61 metal culverts.

Maintenance: 2.25 miles bituminous treatment, 18 miles oil, 35 miles calcium dust laying; 43 miles weed spraying; 28.6 miles roadside ditching; 70,616 c.y. pit run; 42 bridges, 144 culverts repaired.

Purchases: 1 grader, 1 truck, 1 tractor.

Statute labour and unorganized units—Construction: 4.5 acres clearing, 0.75 miles new grade; 6 timber bridges, 34 timber, 36 metal culverts.

Maintenance: 22.75 miles roadside ditching; 10,100 c.y. pit run; 18 bridges, 86 culverts repaired.

DISTRICT 20—(19 township units, 6 urban municipalities, 24 statute labour boards, 39 unorganized units)

Organized townships—Construction. 30 acres clearing, 2.8 miles new grade using 2,817 c.y. pit run; 23 timber, 4 metal culverts.

Maintenance: 5.6 miles calcium dust laying; 15 miles roadside ditching; 114 miles weed spraying; 43,262 c.y. pit run; 27 bridges, 149 culverts repaired.

Statute labour and unorganized units—Construction: 1.25 miles new grade using 2,187 c.y. pit run; 1 timber bridge, 3 metal culverts.

Maintenance: 43.8 miles roadside ditching; 95 miles brush cutting; 51,554 c.y. pit run, 2,330 c.y. sand and clay; 18 bridges, 230 culverts repaired.



Channelization construction at Peter's Corners, junction of Highways Nos. 5 and 8.

APPENDIX No. 1

DEPARTMENT EXPENDITURES ON KING'S HIGHWAYS, DEVELOPMENT ROADS,
ROADS IN UNINCORPORATED TOWNSHIPS, ETC.
BY COUNTIES AND DISTRICTS

April 1st, 1955 to March 31st, 1956

COUNTY	CONSTRUCTION	MAINTENANCE	TOTAL
Brant:			
Highway No. 2.....	\$ 97,296.79	\$ 52,880.16	\$ 150,176.95
" " 5.....	16,030.18	16,786.56	32,816.74
" " 24.....	11,461.78	46,618.93	58,080.71
" " 24A.....	44.55	20,947.47	20,992.02
" " 53.....	4,928.64	30,184.05	35,112.69
" " 54.....		98,681.46	98,681.46
" " 99.....		8,862.63	8,862.63
	\$ 129,761.94	\$ 274,961.26	\$ 404,723.20
Bruce:			
Highway No. 4.....	\$ 3,225.06	\$ 32,343.44	\$ 35,568.50
" " 6.....	245,341.29	224,889.36	470,230.65
" " 9.....	15,031.16	76,579.73	91,610.89
" " 21.....	455,259.48	120,171.26	575,430.74
" " 86.....	59,491.10	21,819.90	81,311.00
Miscellaneous Surveys.....	682.39		682.39
Sidewalk:			
Allenford.....	773.18		773.18
Connecting Links:			
Town of Hanover.....		330.90	330.90
Town of Kincardine.....		Cr. 931.14	Cr. 931.14
Village of Lucknow.....		1,595.72	1,595.72
Village of Mildmay.....		714.67	714.67
Village of Teeswater.....		908.42	908.42
Town of Walkerton.....		1,568.75	1,568.75
	\$ 779,803.66	\$ 481,853.29	\$ 1,261,656.95
Carleton:			
Highway No. 15.....	\$ 212,050.99	\$ 49,929.79	\$ 261,980.78
" " 16.....	465,056.44	187,982.61	653,039.05
" " 17.....	317,334.82	73,277.35	390,612.17
" " 29.....	1,518.54	10,088.09	11,606.63
" " 31.....	139,550.96	34,199.67	173,750.63
" " 44.....	3,418.64	18,477.73	21,896.37
Miscellaneous Surveys.....	1,200.74		1,200.74
Connecting Links:			
Town of Eastview.....		1,215.77	1,215.77
Development Roads:			
Torbolton Side Road.....	11,719.43		11,719.43
Swamp Road.....	21,313.48		21,313.48
Burritt's Rapids to Marlborough.....	40,283.05		40,283.05
Torbolton Township Road.....	13,818.87		13,818.87
Merivale-City View Road.....	40,948.09		40,948.09
Kinburn-Woodlawn Road.....	39,769.03		39,769.03
	\$ 1,307,983.08	\$ 375,171.01	\$ 1,683,154.09
Dufferin:			
Highway No. 9.....	\$ 23,893.65	\$ 58,432.88	\$ 82,326.53
" " 10.....	10,044.98	103,770.42	113,815.40
" " 24.....	3,949.61	27,783.03	31,732.64
" " 89.....	16,666.57	22,788.51	39,455.08
" " 104.....	160.00	3,856.34	4,016.34

COUNTY	CONSTRUCTION	MAINTENANCE	TOTAL
Dufferin (Cont'd):			
Connecting Links:			
Town of Orangeville.....	\$	\$ 160.68	\$ 160.68
Village of Shelburne.....	.....	1,918.57	1,918.57
Development Roads:			
Mono Mills-Hockley.....	8,978.17	.....	8,978.17
Dundalk Road.....	36,821.78	.....	36,821.78
	\$ 100,514.76	\$ 218,710.43	\$ 319,225.19
Elgin:			
Highway No. 3.....	\$ 268,705.64	\$ 144,370.91	\$ 413,076.55
" " 4.....	808.97	24,036.69	24,845.66
" " 19.....	2,683.21	62,822.08	65,505.29
" " 73.....	147,424.64	41,482.88	188,907.52
" " 74.....	1,394.74	35,550.91	36,945.65
" " 75.....	52.70	4,451.36	4,504.06
" " 76.....	42.03	5,622.85	5,664.88
" " 77.....	53.64	7,130.63	7,184.27
" " 401.....	44,649.63	.....	44,649.63
Miscellaneous Surveys.....	494.55	.....	494.55
Connecting Link:			
Town of Aylmer.....	.....	14,446.26	14,446.26
	\$ 466,309.75	\$ 339,914.57	\$ 806,224.32
Essex:			
Highway No. 2.....	\$ 10,635.19	\$ 36,033.31	\$ 46,668.50
" " 2B.....	.....	717.97	717.97
" " 3.....	4,486.79	239,674.36	244,161.15
" " 3B.....	34.33	4,662.77	4,697.10
" " 18.....	259,399.00	39,484.75	298,883.75
" " 18A.....	1,879.75	19,972.08	21,851.83
" " 39.....	11,927.37	21,920.80	33,848.17
" " 98.....	22,245.15	28,984.74	51,229.89
" " 107.....	.....	1,022.26	1,022.26
" " 114.....	.....	1,080.20	1,080.20
" " 401.....	5,759,752.05	.....	5,759,752.05
Pelee Island.....	.....	4,857.63	4,857.63
Miscellaneous Surveys.....	335.34	.....	335.34
Connecting Links:			
Town of Amherstburg.....	.....	22.00	22.00
Town of Essex.....	.....	612.77	612.77
Town of Harrow.....	.....	256.17	256.17
Town of Kingsville.....	.....	597.49	597.49
Town of La Salle.....	.....	589.09	589.09
Town of Leamington.....	.....	248.10	248.10
Town of Ojibway.....	.....	621.53	621.53
Town of Tecumseh.....	.....	249.08	249.08
	\$6,070,694.97	\$ 401,607.10	\$6,472,302.07
Frontenac:			
Highway No. 2.....	\$ 12,089.80	\$ 43,188.31	\$ 55,278.11
" " 7.....	369,760.04	60,729.60	430,489.64
" " 15.....	8,361.75	60,800.01	69,161.76
" " 33.....	11,668.28	13,301.03	24,969.31
" " 38.....	163,740.24	83,134.43	246,874.67
" " 41.....	202.13	17,648.85	17,850.98
" " 95.....	.....	28,365.77	28,365.77
" " 96.....	7,739.76	80,085.22	87,824.98
" " 401.....	1,068,785.83	.....	1,068,785.83
Ferries.....	106,359.45	.....	106,359.45
Miscellaneous Surveys.....	2,573.78	.....	2,573.78
Secondary Road No. 506.....	547.44	43,300.56	43,848.00
" " " 509.....	3,604.30	10,620.41	14,224.71

COUNTY	CONSTRUCTION	MAINTENANCE	TOTAL
Frontenac (Cont'd):			
Development Roads:			
Denbigh-Plevna.....	\$ 21,663.56	\$	\$ 21,663.56
Ardoch-Clarendon.....	6,026.74	.....	6,026.74
County Road No. 11.....	8,441.53	.....	8,441.53
Perth Road.....	74,319.63	.....	74,319.63
Snow Road.....	5,827.22	.....	5,827.22
Bedford Township Road.....	34,851.97	.....	34,851.97
Gardener Road-Kingston Township.....	12,000.42	.....	12,000.42
Burnt Hills Road.....	29,703.92	.....	29,703.92
Hinchinbrooke Twp. Road.....	20,618.67	.....	20,618.67
Brass Point Road.....	5,791.51	.....	5,791.51
Harlowe-Highway No. 41.....	34,919.80	.....	34,919.80
	\$2,009,597.77	\$ 441,174.19	\$2,450,771.96
Grey:			
Highway No. 4.....	\$ 43,063.86	\$ 133,795.42	\$ 176,859.28
" " 6.....	36,163.74	137,243.54	173,407.28
" " 10.....	204.22	487,120.49	487,324.71
" " 21.....	2,201.14	19,672.12	21,873.26
" " 24.....	361.96	8,760.62	9,122.58
" " 26.....	490,236.46	73,072.41	563,308.87
Miscellaneous Surveys.....	9,272.67	.....	9,272.67
Sidewalk:			
Priceville.....	56.00	.....	56.00
Connecting Links:			
Village of Chatsworth.....	.....	359.73	359.73
Town of Durham.....	.....	2,963.15	2,963.15
Village of Flesherton.....	.....	1,199.48	1,199.48
Town of Hanover.....	.....	865.08	865.08
Village of Markdale.....	.....	1,110.13	1,110.13
Town of Meaford.....	.....	804.95	804.95
Town of Thornbury.....	.....	563.58	563.58
Development Roads:			
Balmy Beach Road.....	16,055.91	.....	16,055.91
Big Bay-Pyette Point.....	37,739.44	.....	37,739.44
Shallow Lake Road.....	125,348.23	.....	125,348.23
Normanby Township Road.....	30,508.29	.....	30,508.29
	\$ 791,211.92	\$ 867,530.70	\$1,658,742.62
Haldimand:			
Highway No. 3.....	\$ 30,604.65	\$ 124,221.95	\$ 154,826.60
" " 6.....	40,308.94	115,880.52	156,189.46
" " 54.....	1,695.33	35,149.94	36,845.27
" " 56.....	20,773.60	15,285.68	36,059.28
Connecting Links:			
Village of Caledonia.....	.....	238.44	238.44
Village of Cayuga.....	.....	158.73	158.73
Town of Dunnville.....	.....	373.96	373.96
Village of Hagersville.....	.....	680.04	680.04
Village of Jarvis.....	.....	854.52	854.52
	\$ 93,382.52	\$ 292,843.78	\$ 386,226.30
Halton:			
Highway No. 2.....	\$ 393.71	\$ 44,089.30	\$ 44,483.01
" " 5.....	108,247.95	59,903.41	168,151.36
" " 7.....	12,436.23	89,526.43	101,962.66
" " 20.....	18,528.28	2,631.79	21,160.07
" " 25.....	102,975.40	68,397.08	171,372.48
" " 122.....	614,040.14	10,703.09	624,743.23
" " 401.....	37,223.99	.....	37,223.99
Queen Elizabeth Way.....	2,417,176.70	151,359.08	2,568,535.78
Miscellaneous Surveys.....	189.30	.....	189.30

COUNTY	CONSTRUCTION	MAINTENANCE	TOTAL
Halton (Cont'd):			
Connecting Links:			
Town of Acton.....	\$	\$ 778.04	\$ 778.04
Town of Burlington.....	.....	478.30	478.30
Town of Georgetown.....	.....	1,275.83	1,275.83
Town of Milton.....	.....	904.14	904.14
	\$3,311,211.70	\$ 430,046.49	\$3,741,258.19
Hastings:			
Highway No. 2.....	\$ 20,377.44	\$ 351,739.67	\$ 372,117.11
" " 7.....	818.87	53,312.95	54,131.82
" " 14.....	11,646.38	54,396.06	66,042.44
" " 28.....	22,232.06	14,507.21	36,739.27
" " 33.....	253.01	204,018.60	204,271.61
" " 37.....	5,170.04	98,127.76	103,297.80
" " 62.....	8,529.42	159,454.46	167,983.88
" " 127.....	75,406.07	16,244.27	91,650.34
" " 401.....	1,174,457.86	.....	1,174,457.86
Miscellaneous Surveys.....	3,537.43	452.14	3,989.57
Secondary Road No. 500.....	.....	54,331.49	54,331.49
" " 517.....	.....	9,196.98	9,196.98
Connecting Links:			
Village of Bancroft.....	.....	2,380.10	2,380.10
Town of Deseronto.....	.....	32,034.77	32,034.77
Village of Madoc.....	.....	1,751.48	1,751.48
Village of Marmora.....	.....	748.51	748.51
Development Roads:			
Frankford-Foxboro.....	28,866.41	.....	28,866.41
Fort Stewart-Boulter.....	14,415.04	.....	14,415.04
Bessemere-Hermon.....	4,883.70	.....	4,883.70
Lower Faraday Road.....	4,999.80	.....	4,999.80
Madoc-Foxboro.....	1,750.00	.....	1,750.00
Hybla Road.....	10,050.28	.....	10,050.28
Stoco Road.....	27,984.96	.....	27,984.96
Herman-McArthurs Mills.....	24,808.16	.....	24,808.16
Tyendinaga Township Road.....	8,973.56	.....	8,973.56
Skootamatta River Road.....	3,498.29	.....	3,498.29
St. Ola Road.....	6,499.77	.....	6,499.77
Ryan Road.....	12,995.88	.....	12,995.88
Wollaston Township Road.....	3,566.64	.....	3,566.64
	\$1,475,721.07	\$1,052,696.45	\$2,528,417.52
Huron:			
Highway No. 4.....	\$ 17,670.98	\$ 101,972.88	\$ 119,643.86
" " 8.....	528,525.01	44,058.79	572,583.80
" " 9.....	.....	2,313.71	2,313.71
" " 21.....	41,968.91	124,581.20	166,550.11
" " 23.....	12.00	8,390.39	8,402.39
" " 81.....	.....	5,188.82	5,188.82
" " 83.....	120,562.01	59,754.60	180,316.61
" " 84.....	748.84	42,461.49	43,210.33
" " 86.....	211,658.58	77,781.79	289,440.37
" " 87.....	1,846.00	27,874.57	29,720.57
Miscellaneous Surveys.....	250.98	.....	250.98
Connecting Links:			
Town of Clinton.....	.....	706.14	706.14
Village of Exeter.....	.....	95.25	95.25
Village of Lucknow.....	.....	1,202.72	1,202.72
Town of Seaforth.....	.....	813.93	813.93
Town of Wingham.....	.....	2,612.42	2,612.42
	\$ 923,243.31	\$ 499,808.70	\$1,423,052.01

COUNTY	CONSTRUCTION	MAINTENANCE	TOTAL
Kent:			
Highway No. 2.....	\$ 187,872.99	\$ 66,728.84	\$ 254,601.83
" " 3.....	523,299.88	151,539.17	674,839.05
" " 21.....	39,039.65	149,780.71	188,820.36
" " 40.....	3,079.86	22,882.21	25,962.07
" " 78.....	72.00	9,080.06	9,152.06
" " 79.....	911.44	3,167.27	4,078.71
" " 98.....	99.49	21,822.80	21,922.29
" " 401.....	28,220.24		28,220.24
Miscellaneous Surveys.....	44.40		44.40
Connecting Links:			
Town of Blenheim.....		11,154.66	11,154.66
Town of Bothwell.....		194.82	194.82
Town of Dresden.....		159.30	159.30
Town of Ridgetown.....		196.90	196.90
Village of Thamesville.....		162.73	162.73
Town of Tilbury.....		208.20	208.20
Town of Wallaceburg.....		853.81	853.81
Village of Wheatley.....		153.82	153.82
Development Road:			
Highgate Southerly-Highway No. 3.....	4,696.04		4,696.04
	\$ 787,335.99	\$ 438,085.30	\$1,225,421.29
Lambton:			
Highway No. 7.....	\$ 434,086.48	\$ 67,185.48	\$ 501,271.96
" " 21.....	34,747.04	117,468.60	152,215.64
" " 22.....	22.79	3,683.92	3,706.71
" " 40.....	65,929.14	59,775.92	125,705.06
" " 79.....	819.55	24,734.18	25,553.73
" " 80.....	459.62	5,767.29	6,226.91
" " 82.....	1,821.90	14,633.97	16,455.87
" " 402.....	11,172.43	7,680.47	18,852.90
Connecting Links:			
Village of Thedford.....		292.44	292.44
Village of Wyoming.....		39.99	39.99
Development Roads:			
Port Frank Road.....	58,044.71		58,044.71
Water Works Road.....	20,497.81		20,497.81
	\$ 627,601.47	\$ 301,262.26	\$ 928,863.73
Lanark:			
Highway No. 7.....	\$ 77,038.26	\$ 39,126.55	\$ 116,164.81
" " 15.....	259,080.61	78,793.70	337,874.31
" " 29.....	4,869.30	81,325.07	86,194.37
" " 44.....		6,963.84	6,963.84
" " 110.....		3,636.07	3,636.07
Secondary Road No. 511.....	17.74	24,623.37	24,641.11
Connecting Link:			
Town of Almonte.....		424.25	424.25
Development Roads:			
Bellamy Road.....	16,681.91		16,681.91
Rosetta Road.....	33,118.26		33,118.26
French Line Road.....	1,049.73		1,049.73
Maberley-Bolingbroke Road.....	45,380.37		45,380.37
Elphin Snow Road.....	5,902.54		5,902.54
Scotch Corners Road.....	22,884.46		22,884.46
Burritt's Rapids-Marlborough.....	7,731.34		7,731.34
Lanark-Elphin.....	48,225.69		48,225.69
Merrickville Westerly.....	18,206.83		18,206.83
Caldwell's Mills-Darling Twp. Line.....	12,932.79		12,932.79
	\$ 553,119.83	\$ 234,892.85	\$ 788,012.68

COUNTY	CONSTRUCTION	MAINTENANCE	TOTAL
Leeds and Grenville:			
Highway No. 2.....	\$ 31,329.47	\$ 260,464.45	\$ 291,793.92
" " 15.....	198,759.22	71,871.51	270,630.73
" " 16.....	13.22	118,583.60	118,596.82
" " 29.....	146,167.04	86,494.30	232,661.34
" " 32.....	200.00	21,758.16	21,958.16
" " 42.....	7,429.19	120,708.71	128,137.90
" " 401.....	1,082,950.36	172,522.32	1,255,472.68
Miscellaneous Surveys.....	11,829.53		11,829.53
Connecting Link:			
Village of Kemptville.....		492.70	492.70
Development Roads:			
Kemptville-Merrickville.....	53,400.66		53,400.66
Rideau River Road.....	69,500.00		69,500.00
Maynard-South Augusta Road.....	16,349.00		16,349.00
Lyn-Row's Corners.....	14,959.73		14,959.73
Campbell's School-King's Hwy. No. 16.	14,265.54		14,265.54
Houghton Bay Road.....	11,278.45		11,278.45
Acton Corner-Oxford Mills.....	7,894.57		7,894.57
Chaffey's Lock Road.....	24,701.71		24,701.71
Escott-Escott Centre.....	12,200.00		12,200.00
Lansdowne-Highway No. 2.....	19,538.99		19,538.99
Kitley Diagonal Road.....	8,400.00		8,400.00
Caintown-Highway No. 2.....	29,732.16		29,732.16
Westport-Bedford Mills.....	19,460.30		19,460.30
Jasper-Smiths Falls.....	8,987.70		8,987.70
	\$1,789,346.84	\$ 852,895.75	\$2,642,242.59
Lennox and Addington:			
Highway No. 2.....	\$ 31,856.24	\$ 171,906.94	\$ 203,763.18
" " 7.....	243,747.12	17,926.75	261,673.87
" " 33.....	12,220.92	44,582.03	56,802.95
" " 41.....	120,590.86	158,812.63	279,403.49
" " 401.....	179,764.67		179,764.67
Ferries.....	750.00	37,960.92	38,710.92
Development Roads:			
Denbigh-Plevna.....	29,787.39		29,787.39
Millhaven Road.....	13,048.30		13,048.30
Lime Lake Road.....	8,749.18		8,749.18
Hamburg Road.....	12,000.00		12,000.00
Reidville Road.....	2,992.96		2,992.96
	\$ 655,507.64	\$ 431,189.27	\$1,086,696.91
Lincoln:			
Highway No. 8.....	\$ 2,840.34	\$ 136,881.16	\$ 139,721.50
" " 8A.....		15,446.53	15,446.53
" " 20.....	6,687.94	237,322.66	244,010.60
" " 57.....		6,291.46	6,291.46
" " 58.....		7,388.77	7,388.77
Queen Elizabeth Way.....	305,694.09	893,917.59	1,199,611.68
Miscellaneous Surveys.....	246.83		246.83
Connecting Links:			
Village of Beamsville.....		538.96	538.96
Town of Grimsby.....		498.85	498.85
	\$ 315,469.20	\$1,298,285.98	\$1,613,755.18
Middlesex:			
Highway No. 2.....	\$ 49,524.75	\$ 109,476.79	\$ 159,001.54
" " 4.....	17,761.19	71,492.19	89,253.38
" " 7.....	13,640.13	81,913.06	95,553.19
" " 22.....	13,547.05	88,439.94	101,986.99
" " 23.....	126.25	14,258.10	14,384.35
" " 73.....	23,843.15	10,655.30	34,498.45
" " 74.....		10,628.07	10,628.07

COUNTY	CONSTRUCTION	MAINTENANCE	TOTAL
Middlesex (Cont'd):			
Highway No. 80.....	\$ 261,761.77	\$ 35,793.56	\$ 297,555.33
" " 81.....	89,031.73	85,602.82	174,634.55
" " 401.....	1,393,976.18	1,864.00	1,395,840.18
Sidewalk:			
Melbourne.....	220.35	.....	220.35
	\$1,863,432.55	\$ 510,123.83	\$2,373,556.38
Norfolk:			
Highway No. 3.....	\$ 143,649.24	\$ 193,171.48	\$ 336,820.72
" " 6.....	.....	27,122.24	27,122.24
" " 19.....	534.75	13,032.60	13,567.35
" " 24.....	2,731.23	46,876.82	49,608.05
" " 59.....	.....	4,032.68	4,032.68
Miscellaneous Surveys.....	988.56	.....	988.56
Sidewalk:			
Courtland.....	847.25	.....	847.25
Connecting Link:			
Town of Simcoe.....	.....	310.97	310.97
Development Road:			
Long Point Park Approach.....	26,121.46	.....	26,121.46
	\$ 174,872.49	\$ 284,546.79	\$ 459,419.28
Northumberland and Durham:			
Highway No. 2.....	\$ 87,164.26	\$ 282,483.93	\$ 369,648.19
" " 7A.....	581.86	56,281.26	56,863.12
" " 28.....	20,975.28	59,001.79	79,977.07
" " 30.....	9,188.70	43,339.35	52,528.05
" " 33.....	.....	52,635.60	52,635.60
" " 35.....	363,240.35	48,004.04	411,244.39
" " 45.....	75,555.40	62,341.22	137,896.62
" " 106.....	.....	12,600.07	12,600.07
" " 115.....	340,214.06	56,811.53	397,025.59
" " 401.....	654,332.78	66,512.45	720,845.23
Miscellaneous Surveys.....	752.04	.....	752.04
Sidewalk:			
Bowmanville Overhead Hwy. No. 2.....	3,265.77	.....	3,265.77
Connecting Links:			
Village of Brighton.....	.....	144.46	144.46
Town of Campbellford.....	.....	275.12	275.12
Village of Colborne.....	.....	350.86	350.86
Village of Hastings.....	.....	311.24	311.24
Village of Newcastle.....	.....	95.90	95.90
Town of Port Hope.....	.....	1,090.14	1,090.14
Development Roads:			
Road to Presqu'ile Park.....	3,297.61	.....	3,297.61
Hampton-Kirby.....	140,767.00	.....	140,767.00
Bailieboro, Easterly.....	19,794.50	.....	19,794.50
County Road No. 25.....	151,057.53	.....	151,057.53
Blackstock-Cadmus Road.....	40,100.00	.....	40,100.00
Burnley-Warkworth Road.....	3,574.81	.....	3,574.81
	\$1,913,861.95	\$ 742,278.96	\$2,656,140.91
Ontario:			
Highway No. 2.....	\$ 514.03	\$ 68,310.68	\$ 68,824.71
" " 7.....	14,018.90	45,441.57	59,460.47
" " 7A.....	221.45	11,326.46	11,547.91
" " 12.....	311,715.95	477,348.80	789,064.75
" " 47.....	4,936.13	49,277.09	54,213.22
" " 48.....	774.18	20,419.88	21,194.06
" " 69.....	152,352.31	52,437.48	204,789.79
" " 401.....	6,224.46	129,072.54	135,297.00
Sidewalk:			
Pickering.....	1,990.41	.....	1,990.41

COUNTY	CONSTRUCTION	MAINTENANCE	TOTAL
Ontario (Cont'd):			
Secondary Road No. 503.....	\$ 16.76	\$	\$ 16.76
Connecting Links:			
Village of Beaverton.....	.....	205.76	205.76
Village of Port Perry.....	.....	616.83	616.83
Town of Uxbridge.....	.....	8,381.76	8,381.76
Town of Whitby.....	.....	205.76	205.76
Development Road:			
Township of Rama.....	44,615.97	.....	44,615.97
	\$ 537,380.55	\$ 863,044.61	\$1,400,425.16
Oxford:			
Highway No. 2.....	\$ 216,596.56	\$ 50,514.92	\$ 267,111.48
" " 3.....	11,651.14	45,452.35	57,103.49
" " 19.....	98,985.31	54,837.75	153,823.06
" " 53.....	15,719.03	8,805.92	24,524.95
" " 59.....	1,130.19	190,193.85	191,324.04
" " 97.....	2,055.65	56,591.12	58,646.77
" " 100.....	2,040.97	40,742.12	42,783.09
" " 401.....	1,028,702.59	2,675.33	1,031,377.92
Miscellaneous Surveys.....	4.20	.....	4.20
Connecting Link:			
Village of Tavistock.....	.....	1,735.80	1,735.80
	\$1,376,885.64	\$ 451,549.16	\$1,828,434.80
Peel:			
Highway No. 2.....	\$ 226,727.23	\$ 29,140.51	\$ 255,867.74
" " 5.....	2,848.79	36,058.85	38,907.64
" " 7.....	2,963.61	61,447.55	64,411.16
" " 9.....	13,847.25	24,077.31	37,924.56
" " 10.....	33,263.89	108,222.88	141,486.77
" " 24.....	8,483.55	40,436.15	48,919.70
" " 50.....	1,682.85	54,175.80	55,858.65
" " 51.....	3,922.66	10,752.94	14,675.60
" " 122.....	20,855.32	5,176.59	26,031.91
" " 401.....	814,587.62	.....	814,587.62
Queen Elizabeth Way.....	824,634.45	74,516.45	899,150.90
Connecting Links:			
Town of Brampton.....	.....	205.76	205.76
Village of Port Credit.....	.....	210.49	210.49
	\$1,953,817.22	\$ 444,421.28	\$2,398,238.50
Perth:			
Highway No. 7.....	\$ 7,600.16	\$ 53,392.01	\$ 60,992.17
" " 8.....	236,618.58	36,818.96	273,437.54
" " 19.....	61,433.46	59,048.31	120,481.77
" " 23.....	3,885.61	92,064.01	95,949.62
" " 83.....	62,733.39	12,399.19	75,132.58
" " 86.....	15,872.51	30,722.33	46,594.84
" " 100.....	.....	10,969.98	10,969.98
Miscellaneous Surveys.....	47.40	.....	47.40
Connecting Links:			
Town of Listowel.....	.....	2,459.42	2,459.42
Town of Mitchell.....	.....	2,988.44	2,988.44
Town of Palmerston.....	.....	989.40	989.40
	\$ 388,191.11	\$ 301,852.05	\$ 690,043.16
Peterborough:			
Highway No. 7.....	\$ 3,883.48	\$ 61,773.84	\$ 65,657.32
" " 7A.....	.....	2,727.93	2,727.93
" " 28.....	253,679.57	180,464.02	434,143.59
" " 30.....	2,950.18	4,090.99	7,041.17
" " 36.....	427.53	80,873.51	81,301.04
" " 45.....	4,877.61	12,799.86	17,677.47
" " 121.....	.....	7,369.60	7,369.60

COUNTY	CONSTRUCTION	MAINTENANCE	TOTAL
Peterborough (Cont'd):			
Miscellaneous Surveys.....	\$ 338.93	\$	\$ 338.93
Sidewalk:			
South of Peterborough.....	946.72	.....	946.72
Apsley..... \$531.72			
North Monaghan 415.00			
Secondary Road No. 500.....	16,316.06	18,375.55	34,691.61
" " " 504.....	26,550.94	48,660.32	75,211.26
" " " 507.....	24.66	26,127.67	26,152.33
Connecting Link:			
Village of Lakefield.....	43,132.25	877.14	44,009.39
Development Roads:			
Church Line Road.....	9,568.75	.....	9,568.75
Ninth Line Road.....	35,879.54	.....	35,879.54
Gail Park Road.....	6,129.67	.....	6,129.67
Havelock-Nephton Road.....	51,242.55	.....	51,242.55
Buckhorn Road.....	4,905.55	.....	4,905.55
	\$ 460,853.99	\$ 444,140.43	\$ 904,994.42
Prescott and Russell:			
Highway No. 17.....	\$1,282,576.59	\$ 487,926.74	\$1,770,503.33
" " 34.....	1,296.74	102,127.93	103,424.67
" " 401.....	7,458.09	.....	7,458.09
Sidewalk:			
Rockland.....	1,336.10	.....	1,336.10
Connecting Links:			
Town of Hawkesbury.....	.....	21,776.68	21,776.68
Village of L'Orignal.....	.....	101.70	101.70
Town of Rockland.....	.....	878.50	878.50
Development Roads:			
Russel-Embrun Road.....	10,018.20	.....	10,018.20
St. Eugene Easterly.....	28,910.20	.....	28,910.20
Fournier-South Plantagenet.....	33,179.11	.....	33,179.11
	\$1,364,775.03	612,811.55	\$1,977,586.58
Prince Edward:			
Highway No. 14.....	\$ 8,886.76	\$ 44,381.46	\$ 53,268.22
" " 33.....	5,926.14	84,266.26	90,192.40
" " 41.....	.....	16,394.54	16,394.54
Ferries.....	925.51	37,960.91	38,886.42
Development Road:			
Carrying Place-Rednersville.....	32,510.74	.....	32,510.74
	\$ 48,249.15	\$ 183,003.17	\$ 231,252.32
Renfrew:			
Highway No. 17.....	\$ 208,352.09	\$ 262,844.61	\$ 471,196.70
" " 29.....	1,299.96	1,868.94	3,168.90
" " 41.....	16,030.37	54,831.16	70,861.53
" " 60.....	272,035.65	55,248.52	327,284.17
" " 62.....	25,016.41	79,964.73	104,981.14
" " 132.....	.....	24,635.56	24,635.56
Pembroke-Allumette Island.....	191,008.38	.....	191,008.38
Miscellaneous Surveys.....	5,777.27	.....	5,777.27
Secondary Road No. 508.....	30.04	47,800.89	47,830.93
" " " 511.....	16.76	15,094.45	15,111.21
" " " 512.....	.....	16,321.50	16,321.50
" " " 513.....	.....	20,432.95	20,432.95
" " " 515.....	.....	35,162.19	35,162.19
" " " 517.....	.....	6,742.52	6,742.52
" " " 521.....	.....	36,476.27	36,476.27
Connecting Link:			
Town of Renfrew.....	.....	842.00	842.00
Development Roads:			
Eganville-Pembroke.....	56.63	.....	56.63

COUNTY	CONSTRUCTION	MAINTENANCE	TOTAL
Renfrew (Cont'd)			
Dacre-Shamrock-Renfrew.....	\$ 100,330.84	\$	\$ 100,330.84
Hardwood Lake Road.....	24,999.37	.....	24,999.37
Quadville-Foymount.....	9,964.68	.....	9,964.68
Dacre-Mount St. Patrick.....	4,999.89	.....	4,999.89
Pilgrim Bridge.....	78.96	.....	78.96
Carson Lake Road.....	673.75	.....	673.75
Beachburg-Forester's Falls.....	6,769.95	.....	6,769.95
Thomson's Corners-Matachewan.....	4,999.79	.....	4,999.79
Brudenell-Foymount.....	9,967.65	.....	9,967.65
Cormac-Rochefort.....	4,999.36	.....	4,999.36
Shady Nook Road.....	3,198.25	.....	3,198.25
Bonnechere River Road.....	3,691.38	.....	3,691.38
Lake Dore-Golden Lake.....	17,222.77	.....	17,222.77
	\$ 911,520.20	\$ 658,266.29	\$1,569,786.49
Simcoe:			
Highway No. 9.....	\$ 4,464.56	\$ 29,791.15	\$ 34,255.71
" " 11.....	1,100,154.88	206,849.63	1,307,004.51
" " 12.....	71,133.38	114,780.15	185,913.53
" " 24.....	295.27	34,588.96	34,884.23
" " 26.....	15,314.23	178,942.99	194,257.22
" " 27.....	80,030.51	359,842.50	439,873.01
" " 69.....	106.68	.....	106.68
" " 88.....	173,025.27	22,980.11	196,005.38
" " 89.....	771.60	Cr. 56,696.20	Cr. 55,924.60
" " 90.....	1,362.23	64,522.62	65,884.85
" " 91.....	5,138.22	20,914.48	26,052.70
" " 92.....	4,803.12	29,536.75	34,339.87
" " 93.....	296,470.68	83,968.86	380,439.54
" " 103.....	3,565.54	19,306.93	22,872.47
" " 400.....	382,747.42	321,758.49	704,505.91
Miscellaneous Surveys.....	1,232.51	.....	1,232.51
Secondary Road No. 501.....	.....	24,825.27	24,825.27
Connecting Links.....	.....	.....	.....
Town of Alliston.....	.....	205.76	205.76
Town of Barrie.....	.....	205.76	205.76
Village of Coldwater.....	.....	205.76	205.76
Town of Collingwood.....	.....	6,953.30	6,953.30
Town of Orillia.....	.....	3,016.06	3,016.06
Town of Penetang.....	.....	205.76	205.76
Village of Port McNicoll.....	.....	205.76	205.76
Town of Stayner.....	.....	205.76	205.76
Village of Victoria Harbour.....	.....	205.76	205.76
Development Roads:			
Sparrow Lake Road.....	16,031.97	.....	16,031.97
Hillsdale-Eady.....	8,023.85	.....	8,023.85
Townline, Oro and Medonte.....	9,960.95	.....	9,960.95
Fergussonvale-New Flos.....	8,233.65	.....	8,233.65
Minesing-Highway No. 90.....	18,212.36	.....	18,212.36
Twelfth Concession Road-Sunnidale.....	6,403.70	.....	6,403.70
Adjala and Tecumseh Township Road.....	38,217.31	.....	38,217.31
Fennell-Gilford Road.....	34,509.68	.....	34,509.68
Tiny Township Road.....	454.63	.....	454.63
	\$2,279,121.00	\$1,580,714.77	\$3,859,835.77
Simcoe, Dundas and Glengarry:			
Highway No. 2.....	\$ 628,408.81	\$ 209,968.34	\$ 838,377.15
" " 31.....	6,104.31	42,251.87	48,356.18
" " 34.....	15,709.78	87,910.21	103,619.99
" " 43.....	36,596.18	76,291.80	112,887.98
" " 401.....	361,842.94	.....	361,842.94
Miscellaneous Surveys.....	820.99	.....	820.99
Sidewalk:			
Alexandria \$2,377.29			

COUNTY	CONSTRUCTION	MAINTENANCE	TOTAL
Stormont (Cont'd):			
Winchester \$1,652.31.....	\$ 2,377.29	\$ 1,652.31	\$ 4,029.60
Connecting Links:			
Town of Alexandria.....		76.48	76.48
Village of Iroquois.....		1,161.96	1,161.96
Village of Morrisburg.....		801.22	801.22
Village of Winchester.....		1,410.57	1,410.57
Development Roads:			
Winchester-Hallville.....	10,919.75		10,919.75
Alexandria-Glen Robertson.....	36,542.05		36,542.05
Maxville-Hwy. No. 43.....	57,277.03		57,277.03
Pleasant Valley Westerly.....	23,223.11		23,223.11
South Branch Road.....	19,581.91		19,581.91
County Road No. 16.....	9,764.92		9,764.92
Finch-Roxborough Twp. Boundary Rd.	21,577.36		21,577.36
	\$1,230,746.43	\$ 421,524.76	\$1,652,271.19
Victoria:			
Highway No. 7.....	\$ 22,112.03	\$ 133,461.30	\$ 155,573.33
" " 35.....	483,151.26	62,809.31	545,960.57
" " 35A.....		3,039.37	3,039.37
" " 36.....	49,853.52	219,849.54	269,703.06
" " 46.....	229,010.13	92,694.40	321,704.53
" " 121.....	52,385.79	38,638.86	91,024.65
Miscellaneous Surveys.....	276.11		276.11
Sidewalk:			
Manilla.....	71.72		71.72
Secondary Road No. 500.....	17,805.02	18,376.80	36,181.82
" " " 503.....	39,830.27	63,507.34	103,337.61
" " " 505.....	9,574.61	16,417.26	25,991.87
Connecting Links:			
Village of Fenelon Falls.....		418.76	418.76
Town of Lindsay.....		1,498.53	1,498.53
Village of Omemee.....		379.15	379.15
	\$ 904,070.46	\$ 651,090.62	\$1,555,161.08
Waterloo:			
Highway No. 7.....	\$ 132,363.61	\$ 48,810.18	\$ 181,173.79
" " 8.....	6,758.99	30,265.49	37,024.48
" " 24.....	2,771.76	38,715.21	41,486.97
" " 24A.....	44.55	20,035.42	20,079.97
" " 85.....	119,958.24	16,134.28	136,092.52
" " 86.....	25,722.72	63,242.29	88,965.01
" " 97.....	6,844.55	33,121.74	39,966.29
" " 401.....	69,820.08		69,820.08
Miscellaneous Surveys.....	9.02		9.02
Connecting Links:			
Town of Elmira.....		1,050.69	1,050.69
Town of Hespeler.....		726.04	726.04
Village of New Hamburg.....		687.72	687.72
Town of Preston.....		36,026.02	36,026.02
	\$ 364,293.52	\$ 288,815.08	\$ 653,108.60
Welland:			
Highway No. 3.....	\$ 5,635.76	\$ 116,794.06	\$ 122,429.82
" " 3A.....	10,961.23	45,974.78	56,936.01
" " 3C.....		15,276.45	15,276.45
" " 8.....	974.59	18,310.58	19,285.17
" " 20.....	5,829.59	127,126.58	132,956.17
" " 57.....	318.83	13,224.39	13,543.22
" " 58.....	53,640.60	29,549.77	83,190.37
Queen Elizabeth Way.....	1,585,325.23	353,783.28	1,939,108.51
Miscellaneous Surveys.....	1,132.59		1,132.59
Connecting Links:			
Town of Port Colborne.....		196.77	196.77

COUNTY	CONSTRUCTION	MAINTENANCE	TOTAL
Welland (Cont'd):			
City of Welland.....	\$ 6,123.14	\$	\$ 6,123.14
	\$1,669,941.56	\$ 720,236.66	\$2,390,178.22
Wellington:			
Highway No. 6.....	\$ 216,458.91	\$ 122,315.16	\$ 338,774.07
" " 7.....	5,380.83	41,134.55	46,515.38
" " 9.....	16,233.40	91,244.13	107,477.53
" " 23.....	999.57	6,253.73	7,253.30
" " 24.....	2,066.67	66,557.33	68,624.00
" " 86.....	36,643.52	48,471.82	85,115.34
" " 87.....	553.76	9,997.36	10,551.12
" " 401.....	29,393.22	.....	29,393.22
Miscellaneous Surveys.....	44.40	.....	44.40
Connecting Links:			
Village of Arthur.....	.....	845.86	845.86
Village of Clifford.....	.....	724.22	724.22
Village of Fergus.....	.....	631.66	631.66
City of Guelph.....	.....	9,000.00	9,000.00
Town of Harriston.....	.....	791.78	791.78
Town of Mount Forest.....	.....	1,198.32	1,198.32
	\$ 307,774.28	\$ 399,165.92	\$ 706,940.20
Wentworth:			
Highway No. 2.....	\$ 248,928.81	\$ 172,952.42	\$ 421,881.23
" " 5.....	494,839.50	158,169.88	653,009.38
" " 6.....	388,465.58	54,314.50	442,780.08
" " 8.....	13,106.21	93,331.28	106,437.49
" " 20.....	56,994.36	42,657.74	99,652.10
" " 52.....	.....	55,443.43	55,443.43
" " 53.....	828.91	237,941.74	238,770.65
" " 55.....	9.84	5,931.32	5,941.16
" " 56.....	950.00	19,007.22	19,957.22
" " 97.....	20,822.82	68,057.49	88,880.31
" " 99.....	.....	30,164.19	30,164.19
" " 102.....	12.00	7,033.39	7,045.39
" " 401.....	150,535.79	.....	150,535.79
Freeman-Wolfe Island.....	128,128.09	.....	128,128.09
Queen Elizabeth Way.....	1,617,320.66	95,140.86	1,712,461.52
Miscellaneous Surveys.....	1,362.59	.....	1,362.59
Sidewalk:			
Ancaster.....	\$727.32	.....	.....
Hwy. 6 south of Mount Hope.....	562.50	.....	1,289.82
Connecting Link:			
Town of Dundas.....	.....	261.29	261.29
	\$3,123,594.98	\$1,040,406.75	\$4,164,001.73
York:			
Highway No. 2.....	\$ 304,923.81	\$ 4,786.70	\$ 309,710.51
" " 5.....	7,471.14	2,065.48	9,536.62
" " 7.....	104,740.38	129,772.66	234,513.04
" " 9.....	29.94	7,997.48	8,027.42
" " 11.....	693,713.59	204,512.56	898,226.15
" " 27.....	2,644,432.62	142,898.45	2,787,331.07
" " 47.....	188.85	19,819.29	20,008.14
" " 48.....	124,107.46	365,410.54	489,518.00
" " 49.....	.....	10,430.79	10,430.79
" " 50.....	.....	9,902.91	9,902.91
" " 400.....	817,017.84	205,001.37	1,022,019.21
" " 401.....	5,935,265.59	102,612.81	6,037,878.40
Queensway.....	2,114.00	.....	2,114.00
Queen Elizabeth Way.....	13,600.44	42,429.28	56,029.72
Miscellaneous Surveys.....	193.27	.....	193.27
Connecting Links:			
Village of Richmond Hill.....	.....	205.76	205.76

COUNTY	CONSTRUCTION	MAINTENANCE	TOTAL
York (Cont'd):			
Village of Stouffville.....	\$ 39,822.90	\$	\$ 39,822.90
DISTRICT	\$10,687,621.83	\$1,247,846.08	\$11,935,467.91
Algoma-Manitoulin:			
Highway No. 17.....	\$ 503,800.36	\$ 338,925.49	\$ 842,725.85
" " 68.....	5,394.96	203,023.89	208,418.85
" " 129.....		32,952.11	32,952.11
Ferries.....	2,267.87	83,016.61	85,284.48
Hornepayne Access Road.....	8,116.45		8,116.45
Miscellaneous Surveys.....	758.98		758.98
Secondary Road No. 540.....	82,049.51	366,526.74	448,576.25
" " " 542.....	430.45	109,469.09	109,899.54
" " " 546.....		40,968.72	40,968.72
" " " 548.....		69,170.44	69,170.44
" " " 550.....	77.08	22,907.73	22,984.81
" " " 551.....		43,837.59	43,837.59
" " " 552.....		5,516.07	5,516.07
" " " 554.....		13,190.41	13,190.41
" " " 555.....		7,216.53	7,216.53
" " " 556.....		35,835.29	35,835.29
" " " 557.....	120.22	18,579.44	18,699.66
" " " 559.....	200.00	112,806.89	113,006.89
" " " 561.....	6,357.61	30,364.12	36,721.73
" " " 563.....		3,938.06	3,938.06
" " " 565.....		4,609.58	4,609.58
" " " 612.....	442,346.35		442,346.35
Unincorporated Township Roads:			
Campbell.....		9,927.95	9,927.95
Dawson.....		1,508.65	1,508.65
Mills.....		1,617.40	1,617.40
Robinson.....		4,935.79	4,935.79
Aberdeen.....	4,917.66	2,757.79	7,675.45
Aweres.....	340.27	1,918.22	2,258.49
Bridgeland.....		216.28	216.28
Bright.....		352.00	352.00
Cobden.....		276.55	276.55
Fenwick.....		960.67	960.67
Galbraith.....		4,011.42	4,011.42
Garden River Indian Reserve.....		542.15	542.15
Gaudette.....		280.50	280.50
Gladstone.....	573.85	161.38	735.23
Goulais Indian Reserve.....		193.42	193.42
Grassett.....		782.47	782.47
Hodgins.....		110.87	110.87
Houghton.....		216.29	216.29
Kehoe.....		15.00	15.00
Kirkwood.....		95.28	95.28
Lewis.....		61.86	61.86
Mississagi Indian Reserve.....		98.04	98.04
McMahon.....		383.90	383.90
Patton.....		231.12	231.12
Pennefather.....	1,674.76		1,674.76
Plummer.....		4,403.31	4,403.31
Ranger Lake Area.....		3,204.28	3,204.28
Rose.....		1,284.68	1,284.68
Serpent River Indian Reserve.....		273.83	273.83
Shedden.....		3,975.53	3,975.53
Shields.....		250.49	250.49
Spanish River Indian Reserve.....		3,180.28	3,180.28
Striker.....		356.37	356.37
Thessalon Indian Reserve.....		300.60	300.60
Township 28, Range 26.....	4,753.17		4,753.17
Van Koughnet.....	2,380.15	321.37	2,701.52
Victoria.....		3,511.67	3,511.67
Wells.....	2,442.08		2,442.08

DISTRICT	CONSTRUCTION	MAINTENANCE	TOTAL
Igoma-Manitoulin (Cont'd):			
Development Roads:			
Cloudslee Road.....	\$ 7,134.26	\$	\$ 7,134.26
Maggie River Road.....	21,314.75	.....	21,314.75
Eley Road.....	5,155.86	.....	5,155.86
Centre Line Road.....	8,787.50	.....	8,787.50
Dean Lake Road.....	1,048.51	.....	1,048.51
Manitowaning South-Easterly.....	24,509.24	.....	24,509.24
Carnarvon Township Road.....	20,639.42	.....	20,639.42
	\$1,157,591.32	\$1,595,572.21	\$2,753,163.53
ochrane:			
Highway No. 11.....	\$1,278,323.06	\$ 728,445.58	\$2,006,768.64
" " 67.....	2,874.89	58,409.34	61,284.23
" " 101.....	1,928.75	225,645.90	227,574.65
Ferries.....		21,685.26	21,685.26
Miscellaneous Surveys.....	19.04		19.04
Secondary Road No. 572.....	62.10	7,530.47	7,592.57
" " " 574.....	260.00	44,477.34	44,737.34
" " " 575.....		2,320.32	2,320.32
" " " 576.....	4,000.00	2,972.35	6,972.35
" " " 577.....	2,950.14	24,354.09	27,304.23
" " " 578.....		6,056.66	6,056.66
" " " 579.....		40,634.15	40,634.15
" " " 581.....		2,458.15	2,458.15
" " " 583.....		38,625.97	38,625.97
" " " 610.....		54,814.83	54,814.83
Unincorporated Township Roads:			
Evelyn.....		3,373.33	3,373.33
German.....		4,305.40	4,305.40
Godfrey.....	2,688.37	1,373.22	4,061.59
Jamieson.....	2,740.77	686.61	3,427.38
Matheson.....	1,000.00	2,740.06	3,740.06
McCann.....		547.83	547.83
Ogden.....		1,841.74	1,841.74
Robb.....	2,067.95	1,144.35	3,212.30
Shaw.....		3,336.28	3,336.28
Barker.....		198.10	198.10
Brower.....	2,745.96	5,280.98	8,026.94
Calder.....		3,533.37	3,533.37
Casgrain.....	6,069.48	3,186.43	9,255.91
Clute.....	4,042.20	5,718.67	9,760.87
Devitt.....	6,191.20	6,206.31	12,397.51
Eilber.....	5,908.97	3,331.02	9,239.99
Fournier.....		3,264.45	3,264.45
Fox.....	522.98	3,944.22	4,467.20
Hanlan.....	6,556.33	5,603.92	12,160.25
Idington.....		2,005.33	2,005.33
Kendall.....	10,289.85	9,403.12	19,692.97
Kennedy.....		2,216.13	2,216.13
Lamarche.....		3,054.93	3,054.93
Lowther.....	1,602.04	3,493.74	5,095.78
McCrea.....		1,796.59	1,796.59
Nansen.....	1,383.59	2,730.94	4,114.53
Newmarket.....		2,653.36	2,653.36
O'Brien.....	2,163.17	3,806.57	5,969.74
Owens.....		5,314.55	5,314.55
Pyne.....	6,400.26	2,673.82	9,074.08
Way.....	1,523.50	8,828.30	10,351.80
Williamson.....		2,123.99	2,123.99
Development Roads:			
Val Gagne Road.....	9,671.87		9,671.87
Timmins Airport Road.....	9,994.25		9,994.25
Remi Lake Diversion.....	28,930.23		28,930.23
Smooth Rock Junction Road.....	25,793.22		25,793.22

DISTRICT	CONSTRUCTION	MAINTENANCE	TOTAL
Cochrane (Cont'd):			
Black River Municipality.....	\$	\$ 9,640.75	\$ 9,640.75
Playfair Loop.....	.....	9,158.89	9,158.89
	\$1,428,704.17	\$1,386,947.71	\$2,815,651.88
Haliburton:			
Highway No. 28.....	\$ 10,697.40	\$ 14,004.17	\$ 24,701.57
" " 35.....	23,208.59	93,388.77	116,597.36
" " 60.....	.....	9,496.38	9,496.38
" " 121.....	16,924.73	64,309.30	81,234.03
Miscellaneous Surveys.....	3,182.36	.....	3,182.36
Sidewalk:			
Haliburton.....	2,840.69	.....	2,840.69
Secondary Road No. 500.....	225,008.20	110,863.54	335,871.74
" " 519.....	13,337.55	60,972.89	74,310.44
" " 530.....	.....	30,422.06	30,422.06
Development Roads:			
Ingoldsby Road.....	4,832.25	.....	4,832.25
Fletcher Lake Road.....	19,960.05	.....	19,960.05
Highland Grove-Kidd's Corners.....	59,918.13	.....	59,918.13
West Guilford-Eagle Lake.....	10,045.20	.....	10,045.20
	\$ 389,955.15	\$ 383,457.11	\$ 773,412.26
Kenora:			
Highway No. 17.....	\$ 570,674.34	\$ 603,996.50	\$1,174,670.84
" " 70.....	303,995.60	86,436.31	390,431.91
" " 72.....	99.23	117,683.01	117,782.24
" " 105.....	3,756.49	328,837.53	332,594.02
" " 116.....	.....	22,996.89	22,996.89
" " 119.....	.....	20,133.33	20,133.33
" " 125.....	.....	32,616.81	32,616.81
" " 128.....	969.88	23,857.89	24,827.77
Miscellaneous Surveys.....	2,264.51	.....	2,264.51
Secondary Road No. 594.....	31.74	29,232.42	29,264.16
" " 596.....	320.02	18,341.89	18,661.91
" " 598.....	20.56	3,287.49	3,308.05
" " 599.....	67.33	.....	67.33
" " 601.....	9.84	26,491.96	26,501.80
" " 603.....	9.84	3,922.34	3,932.18
" " 604.....	58.29	20,135.31	20,193.60
" " 605.....	16.74	10,321.64	10,338.38
" " 609.....	25.71	8,468.85	8,494.56
" " 618.....	27.25	7,643.83	7,671.08
Unincorporated Township Roads:			
Aubrey East.....	702.92	1,367.72	2,070.64
Boys.....	.....	1,246.81	1,246.81
Britton.....	2,889.36	1,397.14	4,286.50
Drayton.....	.....	554.30	554.30
Drayton Reserve.....	2,700.63	433.78	3,134.41
Eton.....	2,409.62	3,665.54	6,075.16
Gidley.....	.....	292.36	292.36
Isley.....	.....	40.00	40.00
Kirkup.....	.....	475.55	475.55
Melgund.....	3,904.71	4,315.05	8,219.76
Mutrie.....	2,903.24	2,243.79	5,147.03
Pellatt.....	4,873.37	4,324.80	9,198.17
Phillips.....	.....	224.20	224.20
Redditt.....	3,747.45	1,448.21	5,195.66
Redvers.....	.....	615.82	615.82
Rowell.....	.....	499.58	499.58
Rugby.....	4,346.11	3,413.73	7,759.84
Pellatt.....	145.01	1,526.72	1,671.73
Southworth.....	.....	4,338.18	4,338.18
Vermilion Additional.....	.....	335.90	335.90

DISTRICT	CONSTRUCTION	MAINTENANCE	TOTAL
Kenora (Cont'd):			
Wabigoon.....	\$ 2,042.08	\$ 615.82	\$ 2,657.90
Wainwright.....		2,051.08	2,051.08
Zealand.....	4,874.42	7,052.75	11,927.17
North of Smellie.....	1,490.87	14.93	1,505.80
Van Horne.....		2,330.19	2,330.19
Connecting Link:			
Town of Kenora.....		3,099.71	3,099.71
Development Road:			
Anderson Road.....	7,618.69		7,618.69
	\$ 926,995.85	\$1,412,327.66	\$2,339,323.51
Muskoka:			
Highway No. 11.....	\$ 694,191.60	\$ 128,189.45	\$ 822,381.05
" " 35.....	13,583.14	20,202.35	33,785.49
" " 60.....		31,129.76	31,129.76
" " 69.....	104,913.26	45,868.52	150,781.78
" " 103.....	1,388,875.31		1,388,875.31
" " 118.....	13,303.41	221,484.23	234,787.64
Miscellaneous Surveys.....	222.41		222.41
Secondary Road No. 514.....		19,507.02	19,507.02
" " " 516.....		49,578.02	49,578.02
" " " 525.....	6.90	9,923.20	9,930.10
" " " 527.....	51,075.37	18,105.72	69,181.09
" " " 532.....	70,709.29	71,971.24	142,680.53
Unincorporated Township Roads:			
Baxter.....		7,122.92	7,122.92
Sinclair.....		293.03	293.03
Connecting Links:			
Town of Bracebridge.....		376.21	376.21
Town of Gravenhurst.....		341.25	341.25
Town of Huntsville.....		2,398.87	2,398.87
Development Roads:			
Lake of Bays Road.....	34,050.24		34,050.24
Peninsula Road.....	32,749.77		32,749.77
Riley Lake Road.....	7,374.20		7,374.20
Santa's Village Road.....	22,982.76		22,982.76
Barkway Hill.....	7,966.77		7,966.77
Morrison Township Road.....	17,300.49		17,300.49
Ravenscliffe Road.....	16,674.65		16,674.65
	\$2,475,979.57	\$ 626,491.79	\$3,102,471.36
Nipissing:			
Highway No. 11.....	\$ 48,762.77	\$ 457,450.04	\$ 506,212.81
" " 17.....	356,951.36	157,252.60	514,203.96
" " 60.....	12,579.86	99,073.17	111,653.03
" " 63.....		70,286.79	70,286.79
" " 64.....	2,224.46	193,506.61	195,731.07
" " 94.....	200.00	9,718.54	9,918.54
" " 127.....	5,763.39	31,400.57	37,163.96
Miscellaneous Surveys.....	211.67		211.67
Secondary Road No. 523.....	16.74	25,404.06	25,420.80
" " " 531.....		2,720.81	2,720.81
" " " 533.....		13,796.68	13,796.68
" " " 539.....		46,012.28	46,012.28
North Bay Airport Road.....	94.70	7,582.56	7,677.26
Unincorporated Township Roads:			
Airy.....		2,118.31	2,118.31
Murchison.....		1,115.00	1,115.00
Sabine.....		2,036.96	2,036.96
Badgerow.....	1,713.68	2,902.16	4,625.84
Bastedo.....	94.06	1,262.98	1,357.04
Boulter.....		74.50	74.50
Clement.....	874.01		874.01
Crerar.....	1,111.00	3,213.94	4,324.94

DISTRICT	CONSTRUCTION	MAINTENANCE	TOTAL
Nipissing (Cont'd):			
Unincorporated Township Roads (Cont'd):			
Dana.....	\$ 699.20	\$	\$ 699.20
Falconer.....	964.09	2,894.54	3,858.63
Gibbons.....	846.55	2,005.88	2,852.43
Gladman.....	.....	14.00	14.00
Grant.....	.....	1,034.36	1,034.36
Hugel.....	2,986.65	4,653.43	7,640.08
Kirkpatrick.....	3,105.05	7,891.97	10,997.02
Lauder.....	6,574.36	.....	6,574.36
Loudon.....	.....	141.52	141.52
MacPherson.....	.....	7,541.04	7,541.04
Merrick.....	.....	421.50	421.50
Pardo.....	349.60	.....	349.60
Phelps.....	7,240.14	4,964.61	12,204.75
Pentland.....	309.18	.....	309.18
Strathcona.....	.....	3.00	3.00
Strathy.....	.....	3.00	3.00
Chambers.....	.....	3.00	3.00
Cassels.....	.....	3.00	3.00
Briggs.....	.....	3.00	3.00
Riddell.....	.....	3.00	3.00
Connecting Link:			
Town of Sturgeon Falls.....	.....	282.12	282.12
Development Roads:			
Alderdale-Chiswick.....	30,063.57	.....	30,063.57
Corbeil to Lake Nosbonsing.....	25,414.93	.....	25,414.93
Centre Road-Calvin.....	5,335.89	.....	5,335.89
Bonfield Township Road.....	20,399.21	.....	20,399.21
Papineau Township Road.....	9,578.00	.....	9,578.00
	\$ 544,474.12	\$1,158,791.53	\$1,703,265.65
Parry Sound:			
Highway No. 11.....	\$1,239,853.84	\$ 243,670.08	\$1,483,523.92
" " 69.....	184,236.38	236,694.84	420,931.22
" " 94.....	.....	852.50	852.50
" " 124.....	73,168.44	111,355.00	184,523.44
Miscellaneous Surveys.....	915.97	.....	915.97
Secondary Road No. 510.....	.....	2,374.29	2,374.29
" " " 518.....	46,207.32	68,237.37	114,444.69
" " " 520.....	335.41	64,234.92	64,570.33
" " " 522.....	6,183.23	115,283.28	121,466.51
" " " 524.....	.....	8,072.62	8,072.62
" " " 526.....	.....	3,902.29	3,902.29
" " " 529.....	.....	4,914.56	4,914.56
" " " 532.....	114,897.82	40,701.21	155,599.03
" " " 534.....	55.00	75,678.53	75,733.53
Unincorporated Township Roads:			
Bethune.....	5,999.31	3,803.71	9,803.02
Burpee.....	3,298.97	.....	3,298.97
Conger.....	1,989.50	2,707.03	4,696.53
Croft.....	4,499.22	4,886.68	9,385.90
Ferguson.....	7,976.12	2,852.09	10,828.21
Ferrie.....	.....	425.87	425.87
Gurd.....	1,493.19	5,407.03	6,900.22
Hardy.....	5,196.06	3,702.48	8,898.54
Harrison.....	1,958.91	2,172.80	4,131.71
Henvey.....	624.08	.....	624.08
Laurier.....	997.35	2,439.83	3,437.18
Lount.....	5,989.59	6,910.42	12,900.01
McConkey.....	1,490.12	1,755.52	3,245.64
McKenzie.....	.....	3,616.47	3,616.47
Mills.....	5,196.05	3,702.48	8,898.53
Monteith.....	2,476.78	3,069.06	5,545.84
Mowat.....	496.51	181.09	677.60
Patterson.....	1,998.90	2,498.98	4,497.88

DISTRICT	CONSTRUCTION	MAINTENANCE	TOTAL
Parry Sound (Cont'd):			
Pringle.....	\$ 1,998.85	\$ 4,753.29	\$ 6,752.14
Proudfoot.....	5,991.85	4,364.30	10,356.15
Spence.....	2,497.82	3,560.20	6,058.02
Wallbridge.....	1,995.10	1,947.56	3,942.66
Wilson.....	1,490.12	1,755.53	3,245.65
Connecting Link:			
Town of Parry Sound.....		410.10	410.10
Development Roads:			
Peninsular Road.....	24,987.79		24,987.79
Fifth Line Road.....	9,994.44		9,994.44
Old Nipissing Road.....	4,997.13		4,997.13
Old Burks' Falls-Magnetawan.....	4,999.94		4,999.94
Orrville-Rosseau.....	9,985.57		9,985.57
Machar Township Road.....	4,985.08		4,985.08
South Himsworth Township Road.....	40,957.16		40,957.16
Blackstone Lake Road.....	14,931.90		14,931.90
Burnt Lake Road.....	15,985.62		15,985.62
Dillon Cove Road.....	11,990.99		11,990.99
Strong Township Road.....	9,999.86		9,999.86
Green Acres-Kearney.....	4,990.43		4,990.43
Middle River Road.....	11,982.24		11,982.24
Joly Township Road.....	2,999.13		2,999.13
Axe Lake Road.....	4,985.19		4,985.19
	\$1,910,280.28	\$1,042,894.01	\$2,953,174.29
Rainy River:			
Highway No. 70.....	\$ 93,592.13	\$ 47,064.03	\$ 140,656.16
" " 71.....	198,849.36	148,446.41	347,295.77
" " 120.....	276,831.93	79,056.22	355,888.15
Miscellaneous Surveys.....	363.98		363.98
Secondary Road No. 592.....	8,177.52	3,212.28	11,389.80
" " " 600.....	5,284.63	50,557.98	55,842.61
" " " 602.....	4,079.56	38,115.02	42,194.58
" " " 611.....	66.75	13,177.14	13,243.89
" " " 613.....	24.84	75,034.40	75,059.24
" " " 615.....	6.90	18,064.51	18,071.41
" " " 617.....	9.84	26,781.96	26,791.80
" " " 619.....	97.51	32,583.85	32,681.36
" " " 621.....	81,755.27	68,681.43	150,436.70
" " " 623.....	6.90	18,169.08	18,175.98
Unincorporated Township Roads:			
Dance.....		1,610.56	1,610.56
Dewart.....		1,775.98	1,775.98
Miscampbell.....		2,055.32	2,055.32
Nelles.....	4,535.04	3,958.05	8,493.09
North of Dance.....		718.83	718.83
North of Fleming.....		45.64	45.64
Sifton.....		1,320.18	1,320.18
Spohn.....		995.83	995.83
Sutherland.....		2,669.08	2,669.08
Indian Reserve No. 11.....		1,335.65	1,335.65
Indian Reserve No. 18.....		275.00	275.00
Connecting Links:			
Town of Fort Frances.....		744.00	744.00
Town of Rainy River.....		378.58	378.58
Development Road:			
Burriss Road.....	15,560.45		15,560.45
	\$ 689,242.61	\$ 636,827.01	\$1,326,069.62
udbury:			
Highway No. 17.....	\$ 758,983.24	\$ 164,611.39	\$ 923,594.63
" " 64.....	1,828.96	55,498.16	57,327.12
" " 68.....	9,067.79	76,358.27	85,426.06
" " 69.....	1,283,160.21	144,634.22	1,427,794.43
" " 129.....	108,367.46	84,722.00	193,089.46

DISTRICT	CONSTRUCTION	MAINTENANCE	TOTAL
Sudbury (Cont'd):			
Miscellaneous Surveys.....	\$ 2,400.11	\$	\$ 2,400.11
Sidewalks:			
Falconbridge Road.....	\$777.44		
Skead Road.....	345.02		
Noelville.....	175.00		
	1,297.46	.....	1,297.46
Secondary Road No. 528.....		36,931.61	36,931.61
" " " 535.....	32,858.68	73,096.04	105,954.72
" " " 536.....	82,738.92	6,043.11	88,782.03
" " " 537.....		33,245.03	33,245.03
" " " 539.....		6,249.88	6,249.88
" " " 541.....	10,968.53	49,131.66	60,100.19
" " " 543.....	50.00	10,919.85	10,969.85
" " " 544.....	89,863.76	176,527.73	266,391.49
" " " 545.....	24,445.25	39,532.23	63,977.48
" " " 547.....		1,674.67	1,674.67
" " " 549.....		21,941.13	21,941.13
" " " 553.....		24,262.53	24,262.53
" " " 560.....	1,810.58	91,623.65	93,434.23
" " " 606.....		2,815.86	2,815.86
" " " 607.....		14,091.94	14,091.94
" " " 616.....		10,383.17	10,383.17
Unincorporated Township Roads:			
Afton.....	699.23	.....	699.23
Allen.....		250.00	250.00
Bigwood.....		3,403.11	3,403.11
Davies.....		17.81	17.81
Delamere.....		2,851.31	2,851.31
Hoskin.....		311.95	311.95
Haddo.....		141.52	141.52
Henry.....		1,650.52	1,650.52
Janes.....	109.00	160.29	269.29
McNish.....	874.01	.....	874.01
Scollard.....		301.71	301.71
Nobel.....	2,498.87	.....	2,498.87
Togo.....	2,498.88	.....	2,498.88
Awrey.....		146.64	146.64
Broder.....	5,823.35	5,556.80	11,380.15
Burwash.....		2,129.93	2,129.93
Capreol.....		2,189.08	2,189.08
Cieland.....		2,301.63	2,301.63
Curtin.....		15.40	15.40
Dieppe.....		790.00	790.00
Dill.....		266.20	266.20
Dryden.....		484.67	484.67
Fairbank.....		2,318.25	2,318.25
Foster.....		83.97	83.97
Hawley.....		146.64	146.64
Lorne.....		4,854.05	4,854.05
Loughrin.....	1,031.40	1,136.18	2,167.58
Louise.....		2,583.83	2,583.83
Lumsden.....		19.95	19.95
MacLennan.....		1,143.61	1,143.61
Merritt.....		7,790.63	7,790.63
Moncrief.....		40.70	40.70
Norman.....		14.88	14.88
Secord.....		1,273.44	1,273.44
Snider.....		416.80	416.80
Tilton.....		103.88	103.88
Wisner.....		450.00	450.00
Hess.....		94.96	94.96
McKinnon.....		180.00	180.00
Salter Broken Front.....	2,727.00	1,049.31	3,776.31

DISTRICT	CONSTRUCTION	MAINTENANCE	TOTAL
Sudbury (Cont'd):			
Development Roads:			
Val Caron-Chelmsford.....	\$ 57,694.20	\$	\$ 57,694.20
Bancroft Drive.....	72,861.99	.....	72,861.99
Ramsey Lake Road.....	19,876.11	.....	19,876.11
Waters Township Road.....	.....	4,466.12	4,466.12
	\$2,574,534.99	\$1,175,429.90	\$3,749,964.89
Temiskaming:			
Highway No. 11.....	\$ 515,820.09	\$ 259,557.50	\$ 775,377.59
“ “ 65.....	78,426.63	267,171.97	345,598.60
“ “ 66.....	243,111.33	115,837.47	358,948.80
“ “ 101.....	129.36	14,906.43	15,035.79
“ “ 112.....	2,261.00	12,501.11	14,762.11
Miscellaneous Surveys.....	46.37	.....	46.37
Secondary Road No. 558.....	.....	24,005.19	24,005.19
“ “ “ 560.....	25,037.77	110,426.80	135,464.57
“ “ “ 562.....	.....	14,037.09	14,037.09
“ “ “ 564.....	.....	15,845.59	15,845.59
“ “ “ 566.....	.....	14,067.16	14,067.16
“ “ “ 567.....	17,470.45	26,993.09	44,463.54
“ “ “ 568.....	.....	768.34	768.34
“ “ “ 569.....	.....	52,818.81	52,818.81
“ “ “ 570.....	.....	2,019.42	2,019.42
“ “ “ 571.....	.....	3,073.63	3,073.63
“ “ “ 573.....	.....	111,163.15	111,163.15
“ “ “ 616.....	.....	5,195.04	5,195.04
Unincorporated Township Roads:			
Barber.....	.....	340.93	340.93
Bayly.....	.....	588.18	588.18
Beauchamp.....	.....	4,755.93	4,755.93
Benoit.....	.....	1,502.34	1,502.34
Blain.....	.....	693.76	693.76
Bryce.....	.....	512.00	512.00
Cane.....	794.19	4,156.79	4,950.98
Catherine.....	14,979.31	.....	14,979.31
Corkhill.....	.....	109.37	109.37
Eby.....	.....	3,544.99	3,544.99
Firstbrook.....	300.00	44.94	344.94
Gillies.....	.....	80.00	80.00
Grenfell.....	.....	673.90	673.90
Henwood.....	.....	7,663.01	7,663.01
Ingram.....	3,000.00	5,918.26	8,918.26
Keefer.....	.....	2,396.42	2,396.42
Lawson.....	.....	72.92	72.92
Lebel.....	.....	515.25	515.25
Maisonville.....	.....	214.66	214.66
Marquis.....	.....	7,630.51	7,630.51
Marter.....	22,999.05	5,802.08	28,801.13
McEvoy.....	.....	451.15	451.15
Otto.....	.....	3,217.27	3,217.27
Pacaud.....	.....	4,756.64	4,756.64
Pense.....	.....	1,090.41	1,090.41
Robillard.....	.....	5,569.74	5,569.74
Savard.....	.....	6,539.63	6,539.63
Sharpe.....	.....	2,913.32	2,913.32
Tudhope.....	.....	144.94	144.94
Connecting Links:			
Town of Cobalt.....	.....	2,308.60	2,308.60
Town of Haileybury.....	.....	796.92	796.92
Town of New Liskeard.....	.....	2,099.21	2,099.21
Development Roads:			
Silver Miller Road.....	18,000.91	.....	18,000.91
Brethour Township Road.....	15,340.83	.....	15,340.83
Casey Township Road.....	16,551.82	.....	16,551.82
Larder Lake-Englehart.....	39,417.79	.....	39,417.79

DISTRICT	CONSTRUCTION	MAINTENANCE	TOTAL
Temiskaming (Cont'd):			
Elk Lake Station Road.....	\$ 2,351.91	\$	\$ 2,351.91
Milberta Bridge.....	29,960.63	.....	29,960.63
Hilliard Township Road.....	.....	9,835.12	9,835.12
	\$1,045,999.44	\$1,137,326.98	\$2,183,326.42
Thunder Bay:			
Highway No. 111.....	\$1,077,896.82	\$231,884.92	\$1,309,781.74
" " 17.....	1,624,937.50	750,456.36	2,375,393.86
" " 17A.....	484.42	138,800.60	139,285.02
" " 61.....	38,949.11	202,566.54	241,515.65
" " 120.....	190,741.39	127,494.20	318,235.59
" " 130.....	692.13	49,080.24	49,772.37
Miscellaneous Surveys.....	2,739.19	.....	2,739.19
Sidewalk:			
Pigeon River.....	3,312.39	.....	3,312.39
Secondary Road No. 580.....	4.92	6,105.82	6,110.74
" " " 582.....	.....	7,398.71	7,398.71
" " " 584.....	16.30	3,386.02	3,402.32
" " " 585.....	13.80	22,786.84	22,800.64
" " " 586.....	37.09	3,546.59	3,583.68
" " " 587.....	.....	86,237.62	86,237.62
" " " 588.....	46.43	107,493.80	107,540.23
" " " 589.....	41.12	65,409.65	65,450.77
" " " 590.....	811.06	47,099.33	47,910.39
" " " 591.....	9.84	22,383.76	22,393.60
" " " 593.....	15.87	16,465.05	16,480.92
" " " 595.....	156.76	57,872.24	58,029.00
" " " 597.....	.....	9,452.66	9,452.66
" " " 599.....	38,350.01	117,606.66	155,956.67
" " " 608.....	11.82	17,585.94	17,597.76
" " " 614.....	.....	38,515.28	38,515.28
Unincorporated Township Roads:			
Armstrong.....	.....	853.69	853.69
Dawson Road Lots.....	1,592.30	1,925.05	3,517.35
Devon.....	1,785.86	2,628.55	4,414.41
Forbes.....	1,893.40	3,458.82	5,352.22
Fowler.....	1,791.88	1,647.08	3,438.96
Goldie.....	400.00	612.26	1,012.26
Gorham.....	13,492.69	10,991.86	24,484.55
Jacques.....	796.03	2,336.95	3,132.98
Jackfish.....	800.00	528.98	1,328.98
Kilkenny.....	736.41	909.43	1,645.84
Lybster.....	1,510.80	3,248.48	4,759.28
Lyons.....	971.42	829.32	1,800.74
Marks.....	1,799.74	2,365.83	4,165.57
Nakina.....	.....	1,272.95	1,272.95
Pearson.....	1,380.26	2,974.78	4,355.04
Rossport.....	377.28	837.61	1,214.89
Scoble.....	998.20	1,177.80	2,176.00
Sibley.....	986.83	2,350.04	3,336.87
Stirling.....	990.87	1,527.81	2,518.68
Strange.....	877.06	1,420.80	2,297.86
Upsala.....	968.85	2,855.50	3,824.35
Ware.....	2,998.74	10,018.58	13,017.32
Township 91.....	.....	148.90	148.90
West of Hardwick.....	2,734.89	.....	2,734.89
Development Roads:			
Pardie Township Road.....	.....	3,453.14	3,453.14
Ouimet Road.....	1,835.49	.....	1,835.49
Larson Road.....	25,235.69	.....	25,235.69
Mountain Road.....	19,473.04	.....	19,473.04
Crooks Township Road.....	4,484.66	.....	4,484.66
Sturgeon Bay Road.....	3,978.36	.....	3,978.36
John St. Road.....	36,053.39	.....	36,053.39
O'Connor Township Road.....	13,445.77	.....	13,445.77

DISTRICT	CONSTRUCTION	MAINTENANCE	TOTAL
Thunder Bay (Cont'd):			
Gillies Township Road.....	\$ 17,573.50	\$	\$ 17,573.50
Onion Lake Road	35,593.99	.....	35,593.99
Paipoonge Township Road.....	38,585.33	.....	38,585.33
Fish Hatchery Road.....	19,506.31	.....	19,506.31
Walker Lake Road.....	3,507.46	.....	3,507.46
Summers and Eva Townships.....	3,176.95	.....	3,176.95
	\$3,241,601.42	\$2,190,003.04	\$5,431,604.46
	CONSTRUCTION	MAINTENANCE	TOTAL
General Expenses:			
Stock.....	\$	\$ 677,112.49	\$ 677,112.49
Lands and Buildings.....	453,689.64	237,598.00	691,287.64
Weigh Scales.....	5,112.90	14,511.20	19,624.10
Road Equipment.....		1,564,952.93	1,564,952.93
District Office and General Engineering.....	2,034,263.20	2,085,700.11	4,119,963.31
Dominion Government Repayments.....	Cr.3,365,938.81	.....	Cr.3,365,938.81
Net General Expense.....	4,692,157.39	Cr.2,242,265.42	2,449,891.97
TOTAL NET EXPENDITURE.....	\$73,953,444.60	\$36,162,446.40	\$110,115,891.00

Inventories March 31, 1956..... \$4,628,680.46

Inventories March 31, 1955..... 3,951,567.97

Increase..... \$ 677,112.49



Modern offices, like this new one at Fort William, will be erected for all Districts of the Ontario Department of Highways.

APPENDIX No. 2

DEPARTMENT EXPENDITURE BY ROADS, ETC.

April 1, 1955, to March 31, 1956

HIGHWAY No.	LOCATION	MILE- AGE	CONSTRUCTION	MAINTENANCE	TOTAL
2	Windsor-Quebec Boundary.....	542.2	\$2,154,639.89	\$1,954,665.27	\$4,109,305.16
2B	Hwy. No. 2, Howard Ave.- Hwy. No. 3 Dougall Ave....	5.9	.....	717.97	717.97
3	Windsor-Fort Erie.....	260.0	988,033.10	1,015,224.28	2,003,257.38
3A	Chambers Corners- Niagara Falls.....	24.8	10,961.23	45,974.78	56,936.01
3B	Jct. Hwy. No. 3-Windsor.....	6.0	34.33	4,662.77	4,697.10
3C	Ridgeway-Fort Erie.....	7.5	803.31	15,276.45	15,276.45
4	Port Stanley-Flesherton.....	155.5	82,530.06	363,640.62	446,170.68
5	Toronto-Paris (Via Dundas Street).....	65.6	629,437.56	272,984.18	902,421.74
6	Port Dover-Tobermory.....	225.1	926,738.46	681,765.32	1,608,503.78
7	Sarnia-Perth.....	403.6	1,444,590.13	984,954.48	2,429,544.61
7A	Manchester-Peterborough.....	41.5	803.31	70,335.65	71,138.96
8	Niagara Falls-Goderich.....	155.7	788,823.72	359,666.26	1,148,489.98
8A	St. Davids-Queenston.....	2.6	.....	15,446.53	15,446.53
9	Schomberg-Kincardine.....	112.8	73,499.96	290,436.39	363,936.35
10	Port Credit-Owen Sound.....	105.0	43,513.09	699,113.79	742,626.88
11	Toronto-Nipigon.....	851.0	6,648,716.65	2,460,559.76	9,109,276.41
12	Whitby-Midland and Penetang.....	99.1	382,849.33	592,128.95	974,978.28
14	Pictou-Marmora.....	51.4	20,533.14	98,777.52	119,310.66
15	Ottawa-Kingston.....	131.0	678,252.57	261,395.01	939,647.58
16	Ottawa-Johnstown Corners.....	58.9	465,069.66	306,566.21	771,635.87
17	Quebec Boundary-Agawa River and Terrace Bay- Manitoba Boundary.....	1,208.6	5,623,610.30	2,839,291.04	8,462,901.34
17A	Port Arthur-Hwy No. 17.....	21.0	484.42	138,800.60	139,285.02
18	Leamington-Windsor.....	49.0	259,399.00	39,484.75	298,883.75
18A	Kingsville-Hwy. No. 18.....	20.0	1,879.75	19,972.08	21,851.83
19	Port Burwell-Tralee.....	92.2	163,636.73	189,740.74	353,377.47
20	Niagara Falls-Burlington.....	53.3	88,040.17	409,738.77	497,778.94
21	Morpeth-Owen Sound.....	207.0	573,216.22	531,673.89	1,104,890.11
22	London-Sarnia.....	61.5	13,569.84	92,123.86	105,693.70
23	Elginfield-Teviotdale.....	60.6	5,023.43	120,966.23	125,989.66
24	Port Dover-Collingwood.....	143.4	32,121.83	310,337.05	342,458.88
24A	Paris-Galt.....	13.1	89.10	40,982.89	41,071.99
25	Queen Elizabeth Way-Acton.....	27.3	102,975.40	68,397.08	171,372.48
26	Barrie-Owen Sound.....	74.6	505,550.69	252,015.40	757,566.09
27	Long Branch-Penetang- Midland.....	91.8	2,724,463.13	502,740.95	3,227,204.08
28	Port Hope-Bancroft.....	95.9	307,584.31	267,977.19	575,561.50
29	Brockville-Arncliffe.....	76.4	153,854.84	179,776.40	333,631.24
30	Brighton-Havelock.....	32.0	12,138.88	47,430.34	59,569.22
31	Morrisburg-Ottawa.....	48.4	145,875.74	76,251.54	222,127.28
32	Gananoque-Hwy. No. 15.....	12.4	200.00	21,758.16	21,958.16
33	Kingston-Stirling.....	87.4	30,068.35	398,803.52	428,871.87
34	Lancaster-Hawkesbury.....	38.1	17,006.52	190,038.14	207,044.66
35	Newcastle-Huntsville.....	136.5	883,183.34	224,404.47	1,107,587.81
35A	Hwy. No. 35-Penelon Falls.....	2.2	.....	3,039.37	3,039.37
36	Lindsay-Burleigh Falls.....	47.5	50,281.05	300,723.05	351,004.10
37	Bellefonte-Actinolite.....	29.3	5,170.04	98,127.76	103,297.80
38	Cataraqui-Hwy. No. 7.....	43.8	163,740.24	83,134.43	246,874.67
39	Windsor-Belle River.....	21.5	11,927.37	21,920.80	33,848.17
40	Sarnia-Chatham.....	50.1	69,009.00	82,658.13	151,667.13
41	Pictou-Napanee-Golden Lake.....	129.5	136,823.36	247,687.18	384,510.54
42	Fortthorn-Westport.....	34.0	7,429.19	120,708.71	128,137.90
43	Alexandria-Hwy. No. 31.....	38.7	36,596.18	76,291.80	112,887.98
44	Almonte-Carp.....	14.0	3,418.64	25,441.57	28,860.21
45	Cobourg-Norwood.....	33.0	80,433.01	75,141.08	155,574.09

Highway No.	Location	Mile-Age	Construction	Maintenance	Total
46	Hwy. No. 7-Coboconk (Via Kirkfield).....	34.0	\$ 229,010.13	\$ 92,694.40	\$ 321,704.53
47	Hwy. No. 12-Hwy. No. 48.....	20.5	5,124.98	69,096.38	74,221.36
48	Hwy. No. 401-Beaverton.....	51.2	124,881.64	385,830.42	510,712.06
49	Kleinburg-Hwy. No. 50.....	3.5	.....	10,430.79	10,430.79
50	Hwy. No. 7-Hwy. No. 9.....	18.0	1,682.85	64,078.71	65,761.56
51	Hwy. No. 24-Hwy. No. 10.....	2.5	3,922.66	10,752.94	14,675.60
52	Wentworth County Line-Hwy. No. 2.....	18.5	.....	55,443.43	55,443.43
53	Eastwood-Hwy. No. 20 (Via Brantford).....	48.9	21,476.58	276,931.71	298,408.29
54	Cainsville-Cayuga.....	27.0	1,695.33	133,831.40	135,526.73
55	Hwy. No. 53-Hamilton.....	4.0	9.84	5,931.32	5,941.16
56	Jct. Hwy. No. 53 and No. 20-Canfield.....	15.5	21,723.60	34,292.90	56,016.50
57	Bismark-Hwy. No. 3A.....	9.0	318.83	19,515.85	19,834.68
58	St. Catharines-Port Colborne.....	24.0	53,640.60	36,938.54	90,579.14
59	Woodstock-Delhi.....	26.5	1,130.19	194,226.53	195,356.72
60	Huntsville-Golden Lake.....	123.2	284,615.51	194,947.83	479,563.34
61	Fort William-International Boundary.....	42.9	38,949.11	202,566.54	241,515.65
62	Madoc-Pembroke.....	118.0	33,545.83	239,419.19	272,965.02
63	North Bay-Temiskaming.....	41.0	.....	70,286.79	70,286.79
64	Hwy. No. 69-Martin River.....	91.9	4,053.42	249,004.77	253,058.19
65	Matachewan-Quebec Boundary (Via New Liskeard).....	80.7	78,426.63	267,171.97	345,598.60
66	Matachewan-Quebec Boundary (Via Kirkland Lake).....	62.7	243,111.33	115,837.47	358,948.80
67	Iroquois Falls-Hwy. No. 101.....	23.3	2,874.89	58,409.34	61,284.23
68	South Baymouth-McKerrow.....	77.2	14,462.75	279,382.16	293,844.91
69	Brechin-Parry Sound-Capreol.....	197.4	1,724,768.84	479,635.06	2,204,403.90
70	Hwy. No. 17-Hwy. No. 71.....	100.7	397,587.73	133,500.34	531,088.07
71	Port Frances-Rainy River.....	58.9	198,849.36	148,446.41	347,295.77
72	Dinorwic-Sioux Lookout.....	48.0	99.23	117,683.01	117,782.24
73	Port Bruce-Dorchester Road.....	23.0	171,267.79	52,138.18	223,405.97
74	New Sarum-Nilestown.....	14.0	1,394.74	46,178.98	47,573.72
75	Wallacetown-Dutton.....	2.5	52.70	4,451.36	4,504.06
76	Eagle-West Lorne.....	3.5	42.03	5,622.85	5,664.88
77	New Glasgow-Rodney.....	4.0	53.64	7,130.63	7,184.27
78	Wallaceburg-Dresden.....	10.5	72.00	9,080.06	9,152.06
79	Hwy. No. 2-Hwy. No. 7.....	28.9	1,730.99	27,901.45	29,632.44
80	Hwy. No. 2-Alvinston (Via Glencoe).....	13.0	262,221.39	41,560.85	303,782.24
81	Delaware-Grand Bend.....	44.0	89,031.73	90,791.64	179,823.37
82	Hwy. No. 7-Port Franks.....	7.0	1,821.90	14,633.97	16,455.87
83	Hwy. No. 21-Hwy. No. 23 (Via Dashwood).....	24.0	183,295.40	72,153.79	255,449.19
84	St. Joseph-Hensall (Via Zurich).....	10.5	748.84	42,461.49	43,210.33
85	Kitchener-Elmira.....	12.0	119,958.24	16,134.28	136,092.52
86	Amberley-Hwy. No. 7.....	79.0	349,388.43	242,038.13	591,426.56
87	Bluevale-Harriston.....	19.5	2,399.76	37,871.93	40,271.69
88	Bondhead-Bradford.....	6.0	173,025.27	22,980.11	196,005.38
89	Primrose-Cookstown.....	23.5	15,894.97	79,484.71	95,379.68
90	Angus-Barrie.....	12.6	1,362.23	64,522.62	65,884.85
91	Duntroon-Stayner.....	5.2	5,138.22	20,914.48	26,052.70
92	Elmvale-Wasaga Beach.....	9.0	4,803.12	29,536.75	34,339.87
93	Crown Hill-Waverley.....	17.5	296,470.68	83,968.86	380,439.54
94	Callander-Hwy. No. 17.....	6.5	200.00	10,571.04	10,771.04
95	Wolfe Island North and South Road.....	7.0	.....	28,365.77	28,365.77
96	Wolfe Island East and West Road.....	20.0	7,739.76	80,085.22	87,824.98

HIGHWAY No.	LOCATION	MILE- AGE	CONSTRUCTION	MAINTENANCE	TOTAL
97	Hickson-Freelton.....	44.5	\$ 29,723.02	\$ 157,770.35	\$ 187,493.37
98	Windsor-Blenheim.....	58.7	22,344.64	50,807.54	73,152.18
99	Dundas-Hwy. No. 24.....	16.5	.....	39,026.82	39,026.82
100	Thamesford-Hwy. No. 7.....	16.0	2,040.97	51,712.10	53,753.07
101	Warren Lake-East End of Highway.....	108.7	2,058.11	240,552.33	242,610.44
102	Jet. Hwy. No. 2-Dundas.....	2.2	12.00	7,033.39	7,045.39
103	Waubauskene-Port Severn.....	6.4	1,392,440.85	19,306.93	1,411,747.78
104	Hwy. No. 9-Grand Valley.....	1.8	160.00	3,856.34	4,016.34
105	Vermilion Bay-Red Lake.....	111.9	3,756.49	328,837.53	332,594.02
106	Welcome Dale.....	2.7	.....	12,600.07	12,600.07
107	Ruthven-Hwy. No. 18.....	1.0	.....	1,022.26	1,022.26
110	Hwy. No. 15-Hwy. No. 29 (Carleton Place).....	1.8	.....	3,636.07	3,636.07
112	Hwy. No. 11-Hwy. No. 66.....	12.6	2,261.00	12,501.11	14,762.11
114	Hwy. No. 98-Hwy. No. 3.....	1.2	.....	1,080.20	1,080.20
115	Hwy. No. 35-Hwy. No. 28.....	16.7	340,214.06	56,811.53	397,025.59
116	Patricia-Hudson.....	10.0	.....	22,996.89	22,996.89
118	Glen Orchard-Dorset.....	53.3	13,303.41	221,484.23	234,787.64
119	Hwy. No. 17-Richan.....	13.9	.....	20,133.33	20,133.33
120	Hwy. No. 17-Atikokan.....	87.7	467,573.32	206,550.42	674,123.74
121	Hwy. No. 35-Tory Hill.....	67.3	69,310.52	110,317.76	179,628.28
122	Hwy. No. 2-Queen Elizabeth Way.....	3.7	634,895.46	15,879.68	650,775.14
124	Parry Sound-Sundridge.....	52.4	73,168.44	111,355.00	184,523.44
125	Hwy. No. 105-Red Lake Airport.....	7.2	.....	32,616.81	32,616.81
127	Maynooth-Whitney.....	27.5	81,169.46	47,644.84	128,814.30
128	Kenora-Redditt.....	18.9	969.88	23,857.89	24,827.77
129	Aubrey Falls-Chapleau.....	81.4	108,367.46	117,674.11	226,041.57
130	Hwy. No. 61-Port Arthur.....	20.3	692.13	49,080.24	49,772.37
132	Hwy. No. 41-Renfrew.....	19.5	.....	24,635.56	24,635.56
400	Toronto-Crown Hill Controlled Access.....	53.2	1,199,765.26	526,759.86	1,726,525.12
401	Windsor-Quebec Boundary Controlled Access.....	70.2	19,827,943.97	475,259.45	20,303,203.42
402	Point Edward Highway Controlled Access.....	3.8	11,172.43	7,680.47	18,852.90
	Freeman-Wolfe Island.....	.....	128,128.09	.....	128,128.09
	Queensway.....	.....	2,114.00	.....	2,114.00
	Queen Elizabeth Way.....	97.3	6,763,751.57	1,611,146.54	8,374,898.11
	Pelee Island.....	.....	.....	4,857.63	4,857.63
	Ferries.....	.....	110,302.83	180,623.70	290,926.53
	Hornepayne Access Road.....	.....	8,116.45	.....	8,116.45
	Pembroke-Allumette Island.....	.....	191,008.38	.....	191,008.38
	Miscellaneous Surveys.....	.....	54,188.63	452.14	54,640.77
	Sidewalks.....	.....	23,198.93	1,652.31	24,851.24
<i>Secondary Roads:</i>					
500	Bobcaygeon-Kinmount- Bancroft-Hermon.....	.....	259,129.28	201,947.38	461,076.66
501	Port Severn-Honey Harbour.....	.....	.....	24,825.27	24,825.27
503	Kirkfield-Sebright- Norland-Kinmount.....	.....	39,847.03	63,507.34	103,354.37
504	Apsley-Chandos Lake Loop.....	.....	26,550.94	48,660.32	75,211.26
505	Uphill Southerly-Hwy. No. 46.....	.....	9,574.61	16,417.26	25,991.87
506	Plevna Westerly-Hwy. No. 41.....	.....	547.44	43,300.56	43,848.00
507	Hwy No. 36-Rockcroft- Gooderham.....	.....	24.66	26,127.67	26,152.33
508	Burnstown-Calabogie- Black Donald.....	.....	30.04	47,800.89	47,830.93
509	Clarendon Southerly- Hwy. No. 7.....	.....	3,604.30	10,620.41	14,224.71
510	Magnetawan-Hwy. No. 124.....	.....	.....	2,374.29	2,374.29
511	Calabogie-White-Brightside.....	.....	34.50	39,717.82	39,752.32
512	Eganville-Lake Clear-Cormac.....	.....	.....	16,321.50	16,321.50

HIGHWAY No.	LOCATION	MILE- AGE	CONSTRUCTION	MAINTENANCE	TOTAL
13	Dacre-Hyndford.....	.....	\$ .....	\$ 20,432.95	\$ 20,432.95
14	Hillside-Interlaken.....	.....	.....	19,507.02	19,507.02
15	Combermere-Quadeville.....	.....	.....	35,162.19	35,162.19
16	Utterson-Windermere.....	.....	.....	49,578.02	49,578.02
17	Combermere-New Carlow.....	.....	.....	15,939.50	15,939.50
18	Emsdale-Parry Sound.....	.....	46,207.32	68,237.37	114,444.69
19	Redstone-Haliburton- Lochlin-Hwy. No. 121.....	.....	13,337.55	60,972.89	74,310.44
20	Burks Falls-Magnetawan- Dunchurch-Ardbeg.....	.....	335.41	64,234.92	64,570.33
21	Brudenell-Killaloe- Round Lake.....	.....	.....	36,476.27	36,476.27
22	Trout Creek-Loring.....	.....	6,183.23	115,283.28	121,466.51
23	Madawaska-Cross Lake.....	.....	16.74	25,404.06	25,420.80
24	Road No. 522-Road No. 534.....	.....	.....	8,072.62	8,072.62
25	Gravenhurst-Muskoka Sanitarium Road.....	.....	6.90	9,923.20	9,930.10
26	Highway No. 69-Byng Inlet.....	.....	.....	3,902.29	3,902.29
27	Huntsville-Baysville.....	.....	51,075.37	18,105.72	69,181.09
28	Highway No. 64-Wolseley Bay.....	.....	.....	36,931.61	36,931.61
29	Highway No. 69-Bayfield.....	.....	.....	4,914.56	4,914.56
30	Carnarvon-West Guilford- Road No. 519.....	.....	.....	30,422.06	30,422.06
31	Bonfield-Hwy. No. 17.....	.....	.....	2,720.81	2,720.81
32	Falkenburg-Rosseau- Hayes Corners.....	.....	185,607.11	112,672.45	298,279.56
33	Mattawa-Harrington.....	.....	.....	13,796.68	13,796.68
34	Powassan-Restoule.....	.....	55.00	75,678.53	75,733.53
35	Riviere Veuve-Hagar- Noelville.....	.....	32,858.68	73,096.04	105,954.72
36	Highway No. 17- Creighton Mine.....	.....	82,738.92	6,043.11	88,782.03
37	Wanapitei-Wanup- Highway No. 69.....	.....	.....	33,245.03	33,245.03
39	Warren-River Valley-Field.....	.....	.....	52,262.16	52,262.16
40	Little Current-Meldrum Bay..	.....	82,049.51	366,526.74	448,576.25
41	Highway No. 17- Falconbridge-Skead.....	.....	10,968.53	49,131.66	60,100.19
42	Tehkummah-Hwy. No. 68- Mindemoya.....	.....	430.45	109,469.09	109,899.54
43	Highway No. 69-Long Lake.....	.....	50.00	10,919.85	10,969.85
44	Sudbury-Levack-Geneva Lake.....	.....	89,863.76	176,527.73	266,391.49
45	Bailey's Corners-Hanmer- Capreol-Milnet.....	.....	24,445.25	39,532.23	63,977.48
46	Iron Bridge-Mount Lake.....	.....	.....	40,968.72	40,968.72
47	Sudbury-Frood.....	.....	.....	1,674.67	1,674.67
48	St. Joseph's Island Road.....	.....	.....	69,170.44	69,170.44
49	Whitefish-Lake Penage.....	.....	.....	21,941.13	21,941.13
50	Highway No. 17-Gros Cap.....	.....	77.08	22,907.73	22,984.81
51	West Bay-Mindemoya and Providence Bay Northerly- Road No. 542.....	.....	.....	43,837.59	43,837.59
52	Highway No. 17-Kars.....	.....	.....	5,516.07	5,516.07
53	Massey-Sauble River Road.....	.....	.....	24,262.53	24,262.53
54	Road No. 546-Road No. 559..	.....	.....	13,190.41	13,190.41
55	Blind River-Lake Duborne.....	.....	.....	7,216.53	7,216.53
56	Island Lake-Searchmont- Wabos.....	.....	.....	35,835.29	35,835.29
57	Blind River-Lake Matinenda..	.....	120.22	18,579.44	18,699.66
58	Haileybury West-Montreal River.....	.....	.....	24,005.19	24,005.19
59	Thessalon-Aubrey Falls.....	.....	200.00	112,806.89	113,006.89
60	Englehart-Elk Lake- Westree-Cogama.....	.....	26,848.35	202,050.45	228,898.80
61	Bruce Mines-Dunn Valley Road.....	.....	6,357.61	30,364.12	36,721.73

HIGHWAY No.	LOCATION	MILE- AGE	CONSTRUCTION	MAINTENANCE	TOTAL
562	Thornloe-Highway No. 65.....	.....	\$ .....	\$ 14,037.09	\$ 14,037.09
563	Highway No. 17-Batchawana.....	.....	.....	3,938.06	3,938.06
564	Hwy. No. 112-Boston Creek.....	.....	.....	15,845.59	15,845.59
565	Gros Cap Road (No. 550)- Pointe Aux Pins.....	.....	.....	4,609.58	4,609.58
566	Matachewan-Ashley Mine.....	.....	.....	14,067.16	14,067.16
567	Cobalt-Silver Centre.....	.....	17,470.45	26,993.09	44,463.54
568	Highway No. 11-Kenogami.....	.....	.....	768.34	768.34
569	Englehart-Hilliardton and south-Hwy. No. 11.....	.....	.....	52,818.81	52,818.81
570	Highway No. 11-Sesekinika and East.....	.....	.....	2,019.42	2,019.42
571	Earlton-Road No. 562.....	.....	.....	3,073.63	3,073.63
572	Ramore-Holtvre Mine.....	.....	62.10	7,530.47	7,592.57
573	Charlton North-Hwy. No. 11.....	.....	.....	111,163.15	111,163.15
574	Cochrane-Norembege.....	.....	260.00	44,477.34	44,737.34
575	Highway No. 11- Night Hawk Lake.....	.....	.....	2,320.32	2,320.32
576	Timmins Westerly.....	.....	4,000.00	2,972.35	6,972.35
577	Shillington-Iroquois Falls.....	.....	2,950.14	24,354.09	27,304.23
578	Iroquois Falls-Nellie Lake.....	.....	.....	6,056.66	6,056.66
579	Cochrane-Gardiner.....	.....	.....	40,634.15	40,634.15
580	Beardmore-Leitch.....	.....	4.92	6,105.82	6,110.74
581	Moonbeam-Remi Lake.....	.....	.....	2,458.15	2,458.15
582	Hurkett Cut-Off.....	.....	.....	7,398.71	7,398.71
583	Lac Ste. Therese-Hearst- Mead.....	.....	.....	38,625.97	38,625.97
584	Geraldton-Hardrock.....	.....	16.30	3,386.02	3,402.32
585	Nipigon-Pine Portage.....	.....	13.80	22,786.84	22,800.64
586	Shebandowan Lake- Hwy. No. 120.....	.....	37.09	3,546.59	3,583.68
587	Silver Islet-Hwy. No. 17.....	.....	.....	86,237.62	86,237.62
588	Round Lake-Nolalu- Hwy. No. 17.....	.....	46.43	107,493.80	107,540.23
589	Dog Lake Road.....	.....	41.12	65,409.65	65,450.77
590	Nolalu-Kakabeka Falls- Hwy. No. 130.....	.....	811.06	47,099.33	47,910.39
591	Trout Lake Road.....	.....	9.84	22,383.76	22,393.60
592	Fort Frances-Rainy Lake.....	.....	8,177.52	3,212.28	11,389.80
593	Devon Road.....	.....	15.87	16,465.05	16,480.92
594	Dryden-Eagle River.....	.....	31.74	29,232.42	29,264.16
595	Hwy. No. 61-Road No. 588.....	.....	156.76	57,872.24	58,029.00
596	Keewatin-Pellatt- Hwy. No. 17.....	.....	320.02	18,341.89	18,661.91
597	Road No. 595-Road No. 608.....	.....	.....	9,452.66	9,452.66
598	Rabbit Lake Road.....	.....	20.56	3,287.49	3,308.05
599	Savant Lake-Pickle Crow.....	.....	38,417.34	117,606.66	156,024.00
600	Black Hawk-North Branch- Dearlock.....	.....	5,284.63	50,557.98	55,842.61
601	Dryden-Rice Lake Loop.....	.....	9.84	26,491.96	26,501.80
602	Fort Frances-Big Fork-Emo.....	.....	4,079.56	38,115.02	42,194.58
603	Borups Corners-Dymont.....	.....	9.84	3,922.34	3,932.18
604	Kenora-East Melick Road.....	.....	58.29	20,135.31	20,193.60
605	Eton-Rugby.....	.....	16.74	10,321.64	10,338.38
606	Hwy. No. 17-Markstay.....	.....	.....	2,815.86	2,815.86
607	Bigwood-Hwy. No. 64.....	.....	.....	14,091.94	14,091.94
608	Moose Hill-Road No. 595.....	.....	11.82	17,585.94	17,597.76
609	Hwy. No. 105-Quibell- Clay Lake.....	.....	25.71	8,468.85	8,494.56
610	Barber's Bay-Hoyle- Hwy. No. 101.....	.....	.....	54,814.83	54,814.83
611	Crozier Road-North and South.....	.....	66.75	13,177.14	13,243.89
612	Hwy. No. 17-Quirk Lake.....	.....	442,346.35	75,034.40	442,346.35
613	Big Fork-Lake Despair.....	.....	24.84	75,034.40	75,059.24
614	Hemlo-Manitowadge.....	.....	.....	38,515.28	38,515.28
615	Clearwater Lake Road.....	.....	6.90	18,064.51	18,071.41

REPORT UPON HIGHWAY

HIGHWAY No.	LOCATION	MILE- AGE	CONSTRUCTION	MAINTENANCE	TOTAL
616	Hwy. No. 101 Southwesterly.....	.....	\$ .....	\$ 15,578.21	\$ 15,578.21
617	Stratton-North Branch.....	.....	9.84	26,781.96	26,791.80
618	Red Lake-Madsen.....	.....	27.25	7,643.83	7,671.08
619	Pinewood-Minahico.....	.....	97.51	32,583.85	32,681.36
621	Sleeman-Morson.....	.....	81,825.25	68,881.43	150,706.68
623	Rainy River-Northerly to Lake of the Woods.....	.....	6.90	18,169.08	18,175.98
	North Bay Airport Road.....	.....	94.70	7,582.56	7,677.26
			\$65,892,095.28	\$33,044,436.66	\$98,936,531.94

	CONSTRUCTION	MAINTENANCE	TOTAL
Total Sidewalks.....	\$ 23,198.93	\$ 1,652.31	\$ 24,851.24
Total Connecting Links.....	89,078.29	226,104.14	315,182.43
Total Development Roads.....	3,839,713.55	36,554.02	3,876,267.57
Total Unincorporated Townships.....	313,293.16	517,742.27	831,035.43
Stock.....		677,112.49	677,112.49
Lands and Buildings.....	453,689.64	237,598.00	691,287.64
Weigh Scales.....	5,112.90	14,511.20	19,624.10
Road Equipment.....		1,564,952.93	1,564,952.93
District Office and General Engineering.....	2,034,263.20	2,085,700.11	4,119,963.31
Dominion Government Repayments.....	Cr.3,365,958.81		Cr.3,365,958.81
Net General Expense.....	4,692,157.39	Cr.2,242,265.42	2,449,891.97
TOTAL.....	\$73,953,444.60	\$36,162,446.40	\$110,115,891.00

Inventories March 31, 1956.....	\$4,628,680.46
Inventories March 31, 1955.....	3,951,567.97
Increase.....	\$ 677,112.49

THE HIGHWAY RESERVE ACCOUNT

Statement from Inception October 1952 to March 31, 1956

Funds provided in Estimates:		
Supplementary Estimate, October 1952.....	\$20,000,000.00	
Supplementary Estimate, March 1953.....	10,000,000.00	
Regular Estimate, April 1953.....	23,000,000.00	
Supplementary Estimate, March 1954.....	17,500,000.00	
TOTAL.....	\$70,500,000.00	
Less Expenditure, 1953-4.....	29,331,194.55	
		\$41,168,805.45
Regular Estimate, April 1954.....	\$23,000,000.00	
Supplementary Estimate, April 1954.....	15,500,000.00	
		38,500,000.00
		\$79,668,805.45
Less Expenditure, 1954-55.....		26,937,616.41
		\$52,731,189.04
Supplementary Estimate, April 1955-56.....		28,500,000.00
		81,231,189.04
Less Expenditure, 1955-56.....		43,103,888.86
		\$38,127,300.18
BALANCE UNEXPENDED AS AT MARCH 31ST, 1956.....		\$38,127,300.18

APPENDIX No. 3

**SCHEDULE OF ASSUMPTIONS OF SECTIONS OF THE
KING'S HIGHWAY SYSTEM FOR THE FISCAL YEAR
ENDING MARCH 31, 1956**

COUNTY OR DISTRICT	PLAN No.	LOCATION OF ROAD	EFFECTIVE DATE	HWY. No.	MILES
Brant.....	A-1-41	South Dumfries & Brantford Twps.	Mar. 21, 1956	2	.....
Bruce.....	A-2-31	Lindsay Twp.	Oct. 19, 1955	6	2.27
Bruce.....	A-2-30	St. Edmunds Twp.	June 15, 1955	6	0.20
Carleton.....	A-3-62	Fitzroy Twp.	June 15, 1955	17	0.32
Carleton.....	A-3-65	Coulbourn Twp.	Dec. 7, 1955	15	6.15
Cochrane.....	A-44-19	Kendrey Improvement Dist. Town of Smooth Rock Falls Colquhoun Twp.	July 6, 1955	11	9.00
Cochrane.....	A-44-23	Mountjoy, Ogden, Bristol, Carscallen Twps.	Sept. 1, 1955	101	17.00
Dufferin.....	A-4-17	Melancthon Twp.	Mar. 28, 1956	10	0.28
Durham.....	A-6-33	Clarke Twp.	Dec. 7, 1955	35	2.50
Elgin.....	A-7-34	Aldbrough Twp.	Feb. 22, 1956	76	.....
Elgin.....	A-7-37	Aldbrough Twp.	Feb. 29, 1956	77	.....
Elgin.....	A-7-38	Dorchester & Malahide Twps.	Mar. 7, 1956	73	0.30
Elgin.....	A-7-36	Malahide Twp.	Feb. 29, 1956	73	.....
Elgin.....	A-7-39	South Dorchester Twp.	Mar. 7, 1956	73	.....
Elgin.....	A-7-30	Yarmouth Twp.	June 15, 1955	74	0.64
Elgin.....	A-7-33	Yarmouth & Southwold Twps.	Feb. 22, 1956	4	.....
Essex.....	A-8-29	Gosfield South Twp.	Dec. 7, 1955	3	.....
Essex.....	A-8-27	Sandwich South Twp.	July 6, 1955	401	0.42
Essex.....	A-8-28	Tilbury West Twp.	Mar. 21, 1956	401	2.61
Frontenac.....	A-9-36	Oso Twp.	May 18, 1955	7	1.11
Glengarry.....	A-10-16	Kenyon Twp.	July 27, 1955	43	.....
Grenville.....	A-11-17	Edwardsburgh Twp.	Aug. 10, 1955	2	1.14
Grey.....	A-12-53	Sydenham Twp.	Feb. 29, 1956	26	0.26
Haldimand.....	A-13-38	Moulton Twp.	Feb. 29, 1956	3	.....
Haldimand.....	A-13-39	Moulton Twp.	Feb. 22, 1956	3	.....
Haldimand.....	A-13-36	Oneida Twp.	Sept. 21, 1955	6	0.22
Haliburton.....	A-54-7	Lutterworth, Snowdon Twp.	May 25, 1955	121	8.80
Haliburton.....	A-54-8	Lutterworth, Snowdon Twp.	Replacing Plan	121	.....
Haliburton.....	A-54-9	Minden, Oysart, Dudley, Monmouth Twps.	Mar. 7, 1956	121	29.00
Hastings.....	A-15-81	McClure, Wicklow Twps.	Oct. 19, 1955	127	10.50
Hastings.....	A-15-80	Thurlow Twp.	June 15, 1955	401	2.44
Huron.....	A-16-44	Morris, Turnberry Twps.	June 15, 1955	86	0.72
Kenora.....	A-45-11	Heyson, Byshe, Balmer Twps.	Nov. 23, 1955	.....	7.75
Kenora.....	A-45-13	Jaffray, Melick, Redditt Twps.	Jan. 18, 1956	128	18.50
Kenora.....	A-45-12	Van Horne, Wainwright, Britton, Rowell Twps.	Jan. 18, 1956	119	13.00
Kent.....	A-17-60	Camden Twp.	Nov. 23, 1955	21	0.08
Kent.....	A-17-54	Chatham Twp.	July 27, 1955	40	0.15
Kent.....	A-17-65	Dover, Raleigh, City of Chatham	Nov. 23, 1955	2	1.75
Kent.....	A-17-57	Gore of Camden Twp.	Dec. 7, 1955	21	.....
Kent.....	A-17-55	Gore of Chatham Twp.	Oct. 19, 1955	40	0.10
Kent.....	A-17-66	Harwich, Howard Twps.	Dec. 7, 1955	3	.....
Kent.....	A-17-59	Howard Twp. & Village of Thamesville	Dec. 7, 1955	21	0.26
Kent.....	A-17-67	Raleigh Twp.	Feb. 29, 1956	3	.....
Kent.....	A-17-52	Tilbury East Twp.	May 4, 1955	98	0.27
Kent.....	A-17-61	Zone Twp.	Nov. 23, 1955	79	0.21
Lambton.....	A-18-49	Bosanquet Twp.	Oct. 19, 1955	21	0.25
Lambton.....	A-18-50	Bosanquet Twp.	Oct. 19, 1955	21	.....
Lambton.....	A-18-51	Bosanquet Twp.	Oct. 19, 1955	21	0.15
Lambton.....	A-18-52	Bosanquet Twp.	Oct. 19, 1955	21	0.80
Lambton.....	A-18-66	Bosanquet Twp.	Nov. 23, 1955	82	0.21
Lambton.....	A-18-70	Bosanquet Twp.	Nov. 23, 1955	21	.....

COUNTY OR DISTRICT	PLAN No.	LOCATION OF ROAD	EFFECTIVE DATE	HWY. No.	MILES
Lambton.....	A-18-64	Bosanquet Twp. & Village of Thedford.....	Oct. 19, 1955	82 & 7	0.80
Lambton.....	A-18-65	Bosanquet Twp. & Village of Thedford.....	Oct. 19, 1955	82	0.21
Lambton.....	A-18-60	Brooke Twp.....	Nov. 2, 1955	79	.....
Lambton.....	A-18-59	Brooke & Euphemia Twps.....	Oct. 19, 1955	79	.....
Lambton.....	A-18-48	Dawn Twp.....	Oct. 19, 1955	21	0.21
Lambton.....	A-18-56	Moore Twp.....	Oct. 19, 1955	40	0.74
Lambton.....	A-18-57	Moore Twp.....	Oct. 19, 1955	40	0.57
Lambton.....	A-18-47	Sarnia Twp.....	June 15, 1955	402	0.34
Lambton.....	A-18-53	Sombra Twp.....	Nov. 2, 1955	40	1.63
Lambton.....	A-18-54	Sombra Twp.....	Oct. 19, 1955	40	0.59
Lambton.....	A-18-55	Sombra Twp.....	Oct. 19, 1955	40	0.21
Lambton.....	A-18-58	Sombra & Moore Twps.....	Oct. 19, 1955	40	0.74
Lambton.....	A-18-61	Warwick Twp.....	Oct. 19, 1955	79 & 7	.....
Lambton.....	A-18-62	Warwick & Plympton Twps.....	Feb. 29, 1956	21	0.23
Manitoulin.....	A-46-2	Tehkummah, Assiginack, Sheguiandah & Howland Twp.....	Dec. 7, 1955	68	41.50
Middlesex.....	A-23-34	Biddulph Twp.....	July 27, 1955	4	.....
Middlesex.....	A-23-62	Biddulph Twp.....	Nov. 23, 1955	7	0.17
Middlesex.....	A-23-36	Caradoc Twp.....	June 15, 1955	81	.....
Middlesex.....	A-23-44	Caradoc Twp.....	Sept. 21, 1955	81	1.70
Middlesex.....	A-23-46	Caradoc Twp.....	Oct. 19, 1955	81	0.36
Middlesex.....	A-23-54	Caradoc Twp.....	Nov. 2, 1955	2	0.30
Middlesex.....	A-23-55	Caradoc Twp.....	Nov. 2, 1955	2	0.28
Middlesex.....	A-23-56	Caradoc Twp.....	Nov. 2, 1955	2	0.28
Middlesex.....	A-23-57	Caradoc Twp.....	Nov. 2, 1955	2	0.28
Middlesex.....	A-23-42	Delaware Twp.....	July 27, 1955	2	0.09
Middlesex.....	A-23-58	Ekfrid Twp.....	Nov. 2, 1955	2	.....
Middlesex.....	A-23-67	Ekfrid Twp.....	Dec. 7, 1955	2	0.43
Middlesex.....	A-23-73	London Twp.....	Feb. 29, 1956	22	0.38
Middlesex.....	A-23-37	McGillivray Twp.....	June 15, 1955	81	0.36
Middlesex.....	A-23-38	McGillivray Twp.....	June 15, 1955	81	0.24
Middlesex.....	A-23-39	McGillivray Twp.....	July 6, 1955	81	0.42
Middlesex.....	A-23-53	McGillivray Twp.....	Nov. 2, 1955	7	.....
Middlesex.....	A-23-48	Mosa Twp.....	Feb. 26, 1956	2	.....
Middlesex.....	A-23-61	Mosa Twp.....	Nov. 23, 1955	2	0.41
Middlesex.....	A-23-74	Mosa Twp.....	Feb. 29, 1956	2	1.06
Middlesex.....	A-23-49	N. Dorchester & London Twp.....	Feb. 26, 1956	2	.....
Middlesex.....	A-23-35	Westminster Twp. (Village of Lambeth).....	June 15, 1955	2	.....
Middlesex.....	A-23-40	Westminster Twp.....	July 27, 1955	2	0.08
Middlesex.....	A-23-59	Westminster Twp.....	Nov. 23, 1955	2	0.49
Middlesex.....	A-23-50	West Williams Twp.....	Nov. 23, 1955	7	0.30
Middlesex.....	A-23-51	West Williams Twp.....	Nov. 23, 1955	7	.....
Middlesex.....	A-23-52	West Williams Twp. & Town of Parkhill.....	Dec. 7, 1955	7	.....
Muskoka.....	A-47-27	Macaulay, McLean & Ridout Twps.....	Nov. 16, 1955	118	29.50
Muskoka.....	A-47-28	Monck, Watt & Medora Twps.....	Nov. 23, 1955	118	16.75
Nipissing.....	A-48-27	Airy, Sabine Twps.....	Nov. 16, 1955	127	15.00
Nipissing.....	A-48-28	Caldwell, MacPherson, Loudon, Falconer Twps.....	Jan. 25, 1956	64	21.50
Nipissing.....	A-48-20	Widdifield Twp.....	Nov. 2, 1955	.....	0.50
Nipissing.....	A-48-22	Widdifield Twp.....	Nov. 23, 1955	.....	1.92
Nipissing.....	A-48-23	Widdifield Twp.....	Nov. 16, 1955	11	2.75
Nipissing.....	A-48-26	Widdifield Twp.....	Nov. 23, 1955	11	.....
Norfolk.....	A-24-28	Middleton Twp.....	Mar. 21, 1956	19	.....
Northumberland.....	A-25-31	Hamilton Twp.....	May 18, 1955	45	1.26
Northumberland.....	A-25-32	Haldimand Twp.....	May 18, 1955	45	2.04
Oxford.....	A-27-54	Blandford & Blenheim Twp.....	Dec. 7, 1955	97	.....
Oxford.....	A-27-42	Blandford & E. Oxford Twps.....	Nov. 2, 1955	2	.....
Oxford.....	A-27-45	Dereham Twp.....	Nov. 2, 1955	19	0.40
Oxford.....	A-27-43	East Oxford Twp.....	Nov. 2, 1955	53	.....
Oxford.....	A-27-44	East Oxford Twp.....	Nov. 2, 1955	59	0.23
Oxford.....	A-27-61	East Oxford Twp.....	Feb. 29, 1956	59	0.21
Oxford.....	A-27-62	East Oxford Twp.....	Feb. 29, 1956	59	0.21
Oxford.....	A-27-53	East Zorra Twp.....	Dec. 7, 1955	97	0.21
Oxford.....	A-27-59	East Zorra Twp.....	Mar. 7, 1956	19	.....
Oxford.....	A-27-25	North Norwich Twp.....	July 6, 1955	59	0.27

COUNTY OR DISTRICT	PLAN NO.	LOCATION OF ROAD	EFFECTIVE DATE	HWY. NO.	MILES
Oxford	A-27-36	North Norwich Twp.	June 15, 1955	59	0.28
Oxford	A-27-37	North Norwich Twp.	June 15, 1955	59	0.37
Oxford	A-27-40	North & South Norwich Twp.	Oct. 19, 1955	59	0.15
Oxford	A-27-38	South Norwich Twp.	June 15, 1955	59	0.24
Oxford	A-27-39	South Norwich Twp.	July 6, 1955	59	.....
Oxford	A-27-46	Tillsonburg Town.	Nov. 2, 1955	19	.....
Parry Sound	A-49-20	Armour Twp.	Mar. 7, 1956	11	0.45
Parry Sound	A-49-18	McDougall, McKellar, Hagerman, Croft, Chapman, & Strong Twps.	Oct. 19, 1955	124	49.25
Peterborough	A-30-60	Burleigh Twp.	Feb. 2, 1956	28	0.32
Peterborough	A-30-58	Douro & Smith Twps.	May 4, 1955	28	0.76
Peterborough	A-30-63	Galway Twp.	Replacing Plan	121	.....
Peterborough	A-30-64	Harvey Twp.	Replacing Plan	.....	.....
Peterborough	A-30-62	Harvey & Galway Twps.	May 25, 1955	121	.....
Renfrew	A-33-48	Admaston, Brougham, Grattan Twps.	Jan. 11, 1956	132	17.75
Renfrew	A-33-50	North Algona Twp.	Mar. 14, 1956	60	1.19
Simcoe	A-35-91	Oro Twp.	Feb. 15, 1956	11	0.19
Stormont	A-26-13	Roxborough Twp.	July 27, 1955	43	.....
Sudbury	A-51-37	Bigwood, De La Mere, Cox Servos, Burwash Twps.	Jan. 25, 1956	69	24.60
Sudbury	A-51-35	Martland, Cosby, Mason & Bigwood Twps.	Feb. 8, 1956	64	31.00
Sudbury	A-51-36	McKim, Blezard, Hanmer, Capreol Twps.	Jan. 25, 1956	69	18.00
Temiskaming	A-53-11	Denton, Keefer Twps.	Oct. 19, 1955	101	8.75
Temiskaming	A-53-12	Dymond, Harris & Casey Twps.	Feb. 22, 1956	65	14.00
Temiskaming	A-53-14	Eby Twp.	Dec. 7, 1955	11	3.60
Temiskaming	A-53-13	Eby, Gross, Blain, Flavelle & Cairo Twps.	Nov. 16, 1955	66	25.50
Temiskaming	A-53-16	Marquis Twp.	Dec. 7, 1955	11	4.76
Temiskaming	A-53-15	Otto Twp.	Dec. 7, 1955	11	4.20
Thunder Bay	A-52-21	McIntyre Twp.	Dec. 7, 1955	130	7.75
Thunder Bay	A-52-22	Paipoonge Twp.	Mar. 7, 1956	130	8.75
Victoria	A-37-46	Fenelon Twp.	May 25, 1955	35	2.90
Victoria	A-37-45	Fenelon, Verulam & Somerville Twps.	May 25, 1955	121	14.70
Victoria	A-37-49	Verulam Twp.	May 25, 1955	121	.....
Victoria	A-37-44	Verulam & Somerville Twp.	May 25, 1955	121	18.00
Victoria	A-37-47	Somerville Twp.	May 25, 1955	121	.....
Victoria	A-37-48	Somerville Twp.	May 25, 1955	.....	.....
Welland	A-39-36	Wainfleet Twp.	Mar. 28, 1956	3	0.15
Wentworth	A-41-62	Ancaster Twp.	Apr. 6, 1955	2	0.60
Wentworth	A-41-69	Ancaster Twp. (Town of Dundas)	June 15, 1955	8	0.15
Wentworth	A-41-73	Ancaster Twp.	Oct. 19, 1955	2	.....
Wentworth	A-41-76	Ancaster Twp.	Sept. 21, 1955	52	0.30
Wentworth	A-41-79	Ancaster, Barton & Glanford Twps.	Dec. 7, 1955	53	.....
Wentworth	A-41-82	Barton Twp.	Dec. 7, 1955	55	0.28
Wentworth	A-41-87	Beverly Twp.	Mar. 7, 1956	5	.....
Wentworth	A-41-84	Beverly & Flamborough Twps.	Feb. 29, 1956	5	0.53
Wentworth	A-41-61	East Flamborough (1A) Twp.	Apr. 20, 1955	6	0.53
Wentworth	A-41-70	East Flamborough Twp.	July 27, 1955	2	.....
Wentworth	A-41-83	East Flamborough Twp.	Feb. 29, 1956	2	0.45
Wentworth	A-41-66	Saltfleet (1) Twp.	June 15, 1955	8	0.53
Wentworth	A-41-67	Saltfleet (3a) Twp.	June 15, 1955	8	.....
Wentworth	A-41-78	Saltfleet Twp.	Nov. 23, 1955	20	0.43
Wentworth	A-41-68	West Flamborough Twp.	July 6, 1955	6	.....
Wentworth	A-41-71	West Flamborough Twp.	July 27, 1955	5	0.11
York	A-42-105	Etobicoke Twp.	Feb. 29, 1956	27	0.91
York	A-42-102	Georgina Twp.	July 27, 1955	48	0.40
York	A-42-100	Markham Twp.	May 4, 1955	7	.....

TOTAL..... 550.34

APPENDIX No. 3A

**SCHEDULE OF REVERSIONS OF SECTIONS OF THE
KING'S HIGHWAY SYSTEM FOR THE FISCAL YEAR
ENDING MARCH 31, 1956**

COUNTY OR DISTRICT	PLAN No.	LOCATION OF ROAD	EFFECTIVE DATE	HWY. No.	MILES
Brant	A-1-36	Brantford Twp.	Apr. 12, 1955	53	1.14
Brant	A-1-37	Brantford Twp.	Apr. 12, 1955	24	0.51
Brant	A-1-38	Brantford Twp.	Apr. 12, 1955	24	1.26
Brant	A-1-39	Brantford (City)	June 6, 1955	2	1.63
Brant	A-1-40	Brantford (City)	June 27, 1955	2	1.96
Bruce	A-2-32	Lindsay Twp.	Oct. 31, 1955	6	2.55
Bruce	A-2-33	Lindsay Twp.	Oct. 11, 1955	6	0.49
Carleton	A-3-63	Fitzroy Twp.	May 30, 1955	17	0.11
Carleton	A-3-64	Fitzroy Twp.	May 30, 1955	17	0.25
Durham	A-6-34	Clarke Twp.	Nov. 28, 1955	35	2.53
Durham	A-6-35	Clarke Twp.	Nov. 28, 1955	35	0.23
Cochrane	A-44-21	Kendrey Twp.	May 24, 1955	11	0.31
Cochrane	A-44-22	Kendrey Twp.	June 6, 1955	11	11.00
Elgin	A-7-32	Aylmer (Town)	June 27, 1955	3	0.07
Elgin	A-7-31	Yarmouth Twp.	May 24, 1955	74	0.50
Frontenac	A-9-37	Oso Twp.	May 16, 1955	7	0.63
Frontenac	A-9-38	Oso Twp.	May 16, 1955	7	0.54
Glengarry	A-1-17	(Kenyon) Kenyon Indian Lands	July 4, 1955	43	.....
Grenville	A-11-18	Edwardsburgh Twp.	Aug. 2, 1955	2	0.48
Grenville	A-11-19	Oxford Twp.	Dec. 19, 1955	16	0.23
Grey	A-12-54	Sydenham Twp.	Mar. 5, 1956	26	0.09
Haldimand	A-13-35	Caledonia (Village)	June 27, 1955	6	0.05
Haldimand	A-13-33	North Cayuga Twp.	Apr. 12, 1955	54	0.15
Haldimand	A-13-34	Seneca Twp.	May 24, 1955	54	0.11
Haldimand	A-13-37	Oneida Twp.	Sept. 12, 1955	6	0.23
Falton	A-14-31	Esquesing Twp.	Aug. 2, 1955	7	2.13
Falton	A-14-32	Esquesing Twp.	Aug. 2, 1955	7	0.45
Huron	A-16-47	Goderich Twp.	July 4, 1955	8	0.14
Huron	A-16-45	Morris & Turnberry Twp.	June 6, 1955	86	0.57
Kent	A-17-64	Camden Twp.	Feb. 6, 1956	21	0.09
Kent	A-17-58	Chatham Twp.	Dec. 5, 1955	40	.....
Kent	A-17-56	Gore of Chatham Twp.	Oct. 11, 1955	40	0.11
Kent	A-17-63	Howard Twp.	Feb. 6, 1956	21	0.08
Kent	A-17-53	Tilbury East Twp.	May 16, 1955	98	0.28
Kent	A-17-62	Zone Twp.	Dec. 19, 1955	79	0.19
Lambton	A-18-71	Bosanquet Twp.	Dec. 19, 1955	82	0.25
Lambton	A-18-72	Bosanquet Twp.	Dec. 19, 1955	21	.....
Lambton	A-18-74	Bosanquet Twp.	Dec. 19, 1955	21	.....
Lambton	A-18-63	Moore Twp.	Dec. 5, 1955	40	0.59
Lambton	A-18-67	Sombra & Moore Twp.	Dec. 5, 1955	40	.....
Lambton	A-18-69	Sombra Twp.	Dec. 19, 1955	40.10	0.10
Leeds	A-20-60	South Crosby Twp.	Mar. 21, 1955	15	0.15
Middlesex	A-23-45	Caradoc Twp.	Sept. 12, 1955	81	0.14
Middlesex	A-23-47	Caradoc Twp.	Sept. 12, 1955	81	0.40
Middlesex	A-23-63	Caradoc Twp.	Nov. 14, 1955	2	0.30
Middlesex	A-23-64	Caradoc Twp.	Nov. 28, 1955	2	0.30
Middlesex	A-23-65	Caradoc Twp.	Nov. 28, 1955	2	0.30
Middlesex	A-23-71	Caradoc Twp.	Dec. 28, 1955	2	0.28
Middlesex	A-23-43	Delaware Twp.	Aug. 2, 1955	2	0.06
Middlesex	A-23-72	Ekfrid Twp.	Dec. 19, 1955	2	0.45
Middlesex	A-23-75	Mosa Twp.	Mar. 5, 1956	2	0.97
Middlesex	A-23-41	Westminster Twp.	Aug. 2, 1955	2	0.08
Middlesex	A-23-60	Westminster Twp.	Nov. 14, 1955	2	0.53
Middlesex	A-23-66	West Williams Twp.	Dec. 5, 1955	7	0.36
Middlesex	A-23-68	West Williams Twp.	Dec. 19, 1955	7	.....
Middlesex	A-23-69	West Williams Twp.	Dec. 19, 1955	7	.....
Nipissing	A-48-21	West Ferris Twp.	Mar. 22, 1954	11	0.65
Nipissing	A-48-24	Olive, Law & Strathcona Twps.	July 19, 1954	11	21.20
Nipissing	A-48-19	Widdifield Twp.	Feb. 15, 1954	63	0.20

COUNTY OR DISTRICT	PLAN No.	LOCATION OF ROAD	EFFECTIVE DATE	HWY. No.	MILES
Northumberland	A-25-33	Haldimand Twp.	July 4, 1955	45	0.18
Northumberland	A-25-34	Haldimand Twp.	July 4, 1955	45	0.94
Northumberland	A-25-35	Hamilton Twp.	July 4, 1955	45	
Ontario	A-26-52	Brock Twp.	Aug. 2, 1955	48	0.23
Oxford	A-27-55	Blenheim Twp.	Dec. 19, 1955	97	
Oxford	A-27-41	North & South Norwich Twp.	Sept. 12, 1955	59	0.12
Oxford	A-27-50	East Oxford Twp.	Dec. 19, 1955	59	0.21
Oxford	A-27-51	East Oxford Twp.	Dec. 19, 1955	59	0.21
Oxford	A-27-58	East Zorra Twp.	Mar. 5, 1956	19	
Prince Edward	A-32-18	Hillier Twp.	May 16, 1955	33	1.96
Simcoe	A-35-88	Barrie (Town)	June 27, 1955	90	0.53
Simcoe	A-35-89	Orillia Twp.	Oct. 31, 1955	11	4.02
Simcoe	A-35-90	Oro Twp.	Nov. 14, 1955	11	5.71
Sudbury	A-51-33	McKim Twp.	Apr. 4, 1955	69	2.10
Sudbury	A-51-34	Sudbury (City)	Apr. 12, 1955	69	0.14
Stormont	A-36-14	Roxborough Twp.	July 4, 1955	43	
Wentworth	A-41-63	Ancaster Twp.	July 4, 1955	2	0.39
Wentworth	A-41-64	Ancaster Twp.	May 16, 1955	2	0.17
Wentworth	A-41-65	Ancaster Twp.	May 16, 1955	2	0.08
Wentworth	A-41-74	Ancaster Twp.	Nov. 14, 1955	2	0.19
Wentworth	A-41-77	Ancaster Twp.	Sept. 12, 1955	52	0.28
Wentworth	A-41-72	West Flamborough Twp.	July 4, 1955	5	0.07
Wentworth	A-41-75	Saltfleet Twp.	Nov. 14, 1955	8	0.25
York	A-42-99	Etobicoke Twp.	May 16, 1955	27	0.50
York	A-42-101	Georgina Twp.	July 4, 1955	48	0.21
TOTAL					76.89

APPENDIX No. 3B

SCHEDULE OF CONTROLLED-ACCESS PLANS

April 1, 1955—March 31, 1956

HIGHWAY		DESIGNATED BY ONTARIO REGULATION NUMBER	MILEAGE	CONSOLIDATED REGULATIONS 1950 NUMBER
No. 3	Windsor to Maidstone.....	39/45	11.10	406 Item 1
No. 8	*Freeport By-Pass.....	162/55	2.20	
No. 11	Town of Gravenhurst.....	161/51	1.31	
	Gravenhurst Northerly.....	113/53	20.21	
	North Bay Interceptor.....	218/53	8.33	
	*Orillia By-Pass.....	74/55	6.10	
	*Barrie to Orillia.....	154/55	5.19	
	*Washago By-Pass.....	184/55	4.01	
	*Novar to Powassan.....	196/55	8.81	
No. 27	Browns Line.....	221/55		
	*Etobicoke.....		3.31	
	*Etobicoke.....		2.78	
	*Vaughan.....		1.40	
No. 35	*Minden By-Pass.....	195/55	1.29	
No. 43	*Avonmore By-Pass.....	119/55	1.12	
No. 115	Newcastle to Peterborough.....	64/55		
	*Darlington.....		0.1	
	*Clarke.....		4.25	
	*Clarke.....		2.08	
	*Manvers.....		5.25	
	*Cavan.....		9.44	
No. 102	Hamilton to Dundas.....	110/51	1.61	135 Item 1
No. 400	Toronto to Barrie.....	128/48	45.09	
	Barrie Interceptor.....	190/52	6.00	
No. 401	West Hill to Oshawa.....	184/50	18.63	134 Item 3
No. 401	Toronto Interceptor			
	N. York west of Yonge St.....	110/51	6.84	
	Scarborough Twp.....	150/53	8.88	
	*N. York east of Yonge St.....	197/55	4.71	
	(amending)			
	Etobicoke.....	79/54	3.30	
	Etobicoke.....	184/54	4.08	
No. 401	Prescott Interceptor			
	Hwy. 16 westerly.....	46/52	2.20	
No. 401	Gananoque to Brockville.....	352/52	29.44	
No. 401	Chatham to Windsor.....	48/53	9.66	
No. 401	Woodstock to Ingersoll.....	44/54	16.45	
No. 401	Ingersoll to London.....	115/54	21.46	
No. 401	Kingston Interceptor.....	138/54	3.59	
No. 401	Brockville Interceptor.....	226/54	3.21	
No. 401	*Oshawa — Newcastle.....	183/55	12.81	
	(amending)			
No. 401	*Kingston By-Pass.....	222/55	1.43	
No. 401	Kingston to Gananoque			
	*Pittsburgh.....	225/55	11.37	
	*Front of Leeds and Landsdowne.....	225/55	5.01	
No. 401	*Windsor to Quebec Boundary.....	226/55	349.94	
No. 402	*Blue Water Bridge Approach.....	182/55	3.73	
	Ivy Lee Bridge Approach.....	47/55	1.06	
	*Allumette Bridge Approach.....	32/56	1.12	
Ottawa to	Quebec Boundary—			
	Gloucester Twp.....	223/50	3.31	134 Item 4
	Cumberland Twp.....	112/53	9.98	
	Clarence Twp.....	112/53	9.89	
Q.E.W.	Fort Erie to Toronto excepting Burlington—			
	Beach Road.....		85.68	134 Item 1
	Town of Fort Erie.....		.71	
	Rainbow Bridge Approach			
	Q.E.W. to Niagara Falls.....	121/50	2.60	134 Item 2

March 31, 1955—March 31, 1956

INTERCHANGE		DESIGNATED	MILEAGE	CONSOLIDATED
		BY ONTARIO REGULATION NUMBER		REGULATIONS 1950 NUMBER
Barrie By-Pass				
	Vespra Twp.			
	* (1) Elizabeth St.....	118/55		
	* (2) Bayfield St.....	118/55		
	* (3) at Crown Hill.....	118/55		
No. 400	Toronto-Barrie			
	*Innisfil Twp. at Hwy. 27.....	220/55 (amending)		
	*North York — at Wilson Ave.....	220/55		
	*Vaughan			
	(1) at Hwy. 7.....	220/55		
	(2) at Maple Rd.....	220/55		
	*King			
	(1) at Lloydtown Rd.....	220/55		
	(2) at Nobletown Rd.....	220/55		
	*W. Gwillimbury			
	(1) at Dyke Rd.....	220/55		
	(2) at Hwy. 88.....	220/55		
	(3) at N. Limit Twp.....	220/55		
	*Innisfil			
	(1) at Thornton Rd.....	220/55		
	(2) at S. Limit Twp.....	220/55		
No. 401	Toronto-Oshawa			
	(a) Scarborough Twp.			
	(1) Highland Creek.....	48/55		
	(2) Town Line.....	48/55		
No. 401	(b) Pickering Twp.			
	(1) Town Line.....	227/54		
	(2) Liverpool.....	227/54		
	(3) Pickering.....	227/54		
	(4) Ajax.....	227/54		
	(c) City of Oshawa			
	(1) Cromwell Ave.....	30/55		
	(2) Simcoe St.....	30/55		
No. 401	Toronto Interceptor			
	* (1) Bayview Ave.....	161/55		
	* (2) Yonge St.....	161/55		
Q.E.W. Bertie Township				
	(1) Bowen Rd.....	153/54		

* Denotes highway or interchange designated during the current Fiscal Year.

TOTAL MILEAGE AS OF MARCH 31, 1956.....782.07

TOTAL MILEAGE DESIGNATED DURING FISCAL YEAR ENDING MARCH 31, 1956...426.54



Grading easterly from Highway No. 11, Tenth Concession road, South Himsforth township, Huntsville district.

APPENDIX No. 3C

SCHEDULE OF PLANS DESIGNATING THE KING'S HIGHWAYS

COUNTY OR DISTRICT	PLAN NUMBERS	LOCATION OF ROAD	DATE DESIGNATED	HWY. No.	MILES
Dundas.....	P-3151-2.....	Matilda.....	Sept. 15, 1955	401	9.23
	P-3135-3.....	Williamsburgh.....	Sept. 15, 1955	401	9.38
Durham.....	P-2704-13.....	Clarke.....	Sept. 15, 1955	401	7.30
	P-3103-4.....	Hope.....	Sept. 15, 1955	401	9.10
	P-2695-40.....	Darlington.....	May 26, 1955	401	12.81
	P-2695-34.....	Darlington.....	June 16, 1955	Liberty St. Interchange	
Elgin.....	P-3161.....	Aldbrough.....	Sept. 15, 1955	401	11.32
	P-3161-1.....	Aldbrough.....	Sept. 15, 1955	401	.....
	P-3160.....	Dunwich.....	Sept. 15, 1955	401	10.03
	P-3159.....	Southwold.....	Sept. 15, 1955	401	9.31
	P-3159-1.....	Southwold.....	Sept. 15, 1955	401	.....
Essex.....	P-2959-26.....	Sandwich West.....	Sept. 15, 1955	401	.20
		Sandwich South.....	Sept. 15, 1955	401	4.93
	P-2956-18.....	Maidstone.....	Sept. 15, 1955	401	.99
	P-3020-12.....	Rochester.....	Sept. 15, 1955	401	6.38
	P-3024-6.....	Tilbury West.....	Sept. 15, 1955	401	4.40
	P-3023-9.....	Tilbury North.....	Sept. 22, 1955	401	4.64
Frontenac.....	P-3036-17.....	Kingston.....	Sept. 22, 1955	401	1.43
	P-3069-19.....	Pittsburgh.....	Sept. 22, 1955	401	11.37
	P-3036-21.....	Kingston.....	Sept. 15, 1955	401	6.40
Grenville.....	P-2818-25.....	Augusta.....	Sept. 15, 1955	401	9.27
	P-2816-11.....	Edwardsburgh.....	Sept. 15, 1955	401	7.14
Glengarry.....	P-3126-2.....	Charlottenburgh.....	Sept. 15, 1955	401	11.01
	P-3178.....	Lancaster.....	Sept. 15, 1955	401	1.60
Halton.....	P-3172.....	Nassagaweya.....	Sept. 15, 1955	401	6.37
	P-3171.....	Esquesing.....	Sept. 15, 1955	401	3.30
	P-3170.....	Trafalgar.....	Sept. 15, 1955	401	6.30
	P-2811-2.....	Nelson.....	Feb. 23, 1956	401	2.01
Hastings.....	P-3060-16.....	Sidney.....	Sept. 15, 1955	401	10.05
	P-3044-24.....	Thurlow.....	Sept. 15, 1955	401	7.55
	P-3102-24.....	Tyendinaga.....	Sept. 15, 1955	401	10.46
Kent.....	P-3165.....	Tilbury East.....	Sept. 15, 1955	401	6.92
	P-3166.....	Raleigh.....	Sept. 15, 1955	401	9.88
	P-3167.....	Harwich.....	Sept. 15, 1955	401	10.00
	P-3168.....	Howard.....	Sept. 15, 1955	401	6.95
	P-3169.....	Orford.....	Sept. 15, 1955	401	6.69
Lambton.....	P-2311-25.....	Sarnia.....	July 21, 1955	Blue Water Bridge Appr.	3.73
Leeds.....	P-2140-14.....	Front of Leeds & Landsdowne.....	Sept. 22, 1955	401	5.01
	P-3095-28.....	Elizabethtown.....	Sept. 15, 1955	401	6.68
Lennox and Addington.....	P-3175.....	Richmond.....	Sept. 15, 1955	401	6.84
	P-3174.....	North Frederickburgh.....	Sept. 15, 1955	401	2.06
	P-3173.....	Ernestown.....	Sept. 15, 1955	401	11.25
Middlesex.....	P-3163.....	Delaware.....	Sept. 15, 1955	401	.34
	P-3053-33.....	Westminster.....	Sept. 15, 1955	401	2.28
Northumberland.....	P-3080-1.....	Hamilton.....	Sept. 15, 1955	401	9.42
	P-3179.....	Haldimand.....	Sept. 15, 1955	401	9.44
	P-3177.....	Cramahe.....	Sept. 15, 1955	401	6.62
	P-3176.....	Brighton.....	Sept. 15, 1955	401	6.30
	P-3073-7.....	Murray.....	Sept. 15, 1955	401	5.47
Ontario.....	P-2372-34.....	East Whitby.....	June 16, 1955	Bloor St. Interchange	

COUNTY OR DISTRICT	PLAN NUMBERS	LOCATION OF ROAD	DATE DESIGNATED	HWY. No.	MILES
Oxford	P-3079-3	Blandford	Sept. 15, 1955	401	5.02
	P-3162	Blenheim	Sept. 15, 1955	401	10.72
Parry Sound	P-2394-18	Perry	July 7, 1955	Novar to Powassan	8.81
Peel	P-3108-4	Toronto & Toronto Gore	Sept. 15, 1955	401	11.14
Renfrew	P-1559-8	Pembroke	Sept. 29, 1955	Allumette Bridge Appr.	1.12
Simcoe	P-1767-7	Orillia N.D.	May 5, 1955	Washago By-Pass	4.01
	P-2847-36	Vespra	May 5, 1955	400 Interchange	
	P-2847-39	Vespra	May 5, 1955	400	
	P-2847-37	Vespra	May 5, 1955	400	"
	P-2919-6	Oro	May 5, 1955	400	"
	P-2759-40	West Gwillimbury	Sept. 29, 1955	400	"
	P-2759-41	West Gwillimbury	Sept. 29, 1955	400	"
	P-2759-42	West Gwillimbury	Sept. 29, 1955	400	"
	P-2756-46	Innisfil	Sept. 29, 1955	400	"
	P-2756-47	Innisfil	Sept. 29, 1955	400	"
Stormont	P-3146-4	Osnabruck	Sept. 15, 1955	401	9.31
	P-3147-1	Cornwall	Sept. 15, 1955	401	11.64
Waterloo	P-3164	North Dumfries	Sept. 15, 1955	401	6.31
	P-3092-5	Waterloo	Sept. 15, 1955	401	8.02
	P-1417-32	Waterloo	July 21, 1955	Freeport By-Pass	2.20
Wellington	P-3156-1	Puslinch	Sept. 15, 1955	401	13.07
Wentworth	P-2792-20	East Flamboro	Feb. 23, 1956	Freeman to Wolfe Island	3.35
				400 Interchange	
York	P-2760-24	North York	Sept. 29, 1955	400	
	P-2758-63	Vaughan	Sept. 29, 1955	400	"
	P-2758-64	Vaughan	Sept. 29, 1955	400	"
	P-2752-56	King	Sept. 29, 1955	400	"
	P-2752-57	King	Sept. 29, 1955	400	"
	P-2770-240	North York	July 7, 1955	401	4.71
	P-2083-42	Etobicoke	Sept. 29, 1955	27	3.31
	P-2083-45	Etobicoke	Sept. 29, 1955	27	2.78
	P-2103-26	Vaughan	Sept. 29, 1955	27	1.40
	P-2770-250	North York	July 21, 1955	401 Yonge St.	
	P-2770-248	North York	July 21, 1955	401 Bayview	
	P-2948-37	Etobicoke	Sept. 15, 1955	401	.91
TOTAL, 84 PLANS					417.99

APPENDIX No. 4
BRIDGES COMPLETED DURING 1955

NAME	TYPE	SPAN	ROAD	TOWNSHIP	LOT	CONCESSION	COUNTY OR DISTRICT	DISTRICT
Arnold Creek	Concrete rigid frame (culvert type)	1 @ 24'	Highway No. 17	Conmee			Thunder Bay	19
Bala Bridge (Muskoka River)	Continuous steel beam	2 @ 42' 1 @ 73'-6"	Highway No. 69 Gravenhurst-Parry Sound	Wood and Medora	35	VII and A	Muskoka	11
Birchmount Road Overpass	Concrete rigid frame	1 @ 58'-6"	Highway No. 401 Toronto By-pass	Scarborough	30-31	II	York	6
Catfish Creek Bridge Extension	Concrete rigid frame	1 @ 30'	Highway No. 73 Aylmer-Ham. Road	Dorchester S.	12-13	IX	Elgin	2
Camden Gore Twp. Bridge	Concrete beam and slab extension	1 @ 26'	Highway No. 21	Camden Gore and Chatham	1 and 6	X	Kent	1
Coldwater Creek (No. 227)	Timber trestle		Township Road	Dorion	4	VI	Thunder Bay	19
Conlin's Rd. Underpass	Composite steel and concrete rigid frame	1 @ 94'	Highway No. 401 Toronto By-pass	Scarborough	8-9	II	York	6
Cloud River (No. 132)	Native timber truss	1 @ 29'	Township Road	Crooks	2	III	Thunder Bay	19
Coppercliff C.P.R. Overhead	Steel plate girder	88'-3", 89'	Highway No. 17 T.C.H. Sudbury-Soo	Snider	1	I	Sudbury	17
Current River (No. 238)	Cresotated timber truss	40', 18', 14'	Township Road	MacGregor	7	Min. Loc.	Thunder Bay	19
Daves Road Underpass (Victoria Park Ave.)	Composite steel and concrete rigid frame	1 @ 111'-9"	Highway No. 401 Toronto By-pass	N. York Scarborough	12 35	IV II	York York	6
Duncan Bridge (Bonniehere River)	Steel beam on timber pile bents	15 @ 20'	Highway No. 60 Killaloe-Golden Lake	North Algoma	27	VII	Renfrew	10
Division St. Overpass	Steel beam	1 @ 54'-4"	Highway No. 401 Kingston By-pass	Kingston	24	III	Frontenac	8
Don Mills Road Underpass (Woodbine Ave.)	Composite steel and concrete rigid frame	1 @ 108'-0"	Highway No. 401 Toronto By-pass	N. York	13-14	IV	York	6
Dorchester N. Twp. Bridge 1	Steel beam	1 @ 39'-0"	Highway No. 401 Eastwood-Tempo (London By-pass)	Dorchester and N. Dorchester	4	I	Oxford Middlesex	2
Dorchester N. Twp. Bridges 3 and 4	Concrete rigid frame	2 @ 54'-9 1/2"	Highway No. 401 Eastwood-Tempo (London By-pass)	N. Dorchester	3 and 4	I	Middlesex	2

NAME	TYPE	SPAN	ROAD	TOWNSHIP	LOT	CONCESSION	COUNTY OR DISTRICT	DISTRICT
Dorchester N. Twp. Bridge 10	Concrete rigid frame girder	1 @ 108'	Highway No. 401 Eastwood-Tempo (London By-pass)	N. Dorchester	18 and 19	I	Middlesex	2
Elizabeth St. Underpass	Steel rigid frame	2 @ 90'	Highway No. 400 Barrie By-pass	Vespra	24	VI	Simcoe	6
Hawkesbury Creek and C.N.R.	Continuous concrete girder and slab	54', 78', 54'	Highway No. 17 T.C.H. Ottawa-Montreal	Hawkesbury W.	10-11	I	Prescott	9
Humber River Bridge	Continuous steel beam	70', 100', 70', 60'	Highway No. 401 Toronto By-pass	Etobicoke N. York	25	VI	York York	6
Humber River Bridge	Concrete barrel arch (partial replacement)	1 @ 40'	Highway No. 400 Toronto-Barrie	King	3	V	York	6
Kennedy Road Underpass	Composite steel and concrete rigid frame	1 @ 108'-0"	Highway No. 401 Toronto By-pass	Scarborough	28-29	II	York	6
Kettle Creek Bridge Extension	Concrete rigid frame	1 @ 30'-0"	Highway No. 73 Aylmer-Ham. Road	Dorchester S.	12-13	VII	Elgin	2
Lake St. Underpass	Concrete rigid frame	2 @ 55'-1 1/2"	Q.E.W. at St. Catharines	Grantham	18-19	IV	Lincoln	4
Leslie St. and C.N.R. Overhead	Steel beam	62', 62', 62', 46'- 6", 55'-6", 46'-6"	Highway No. 401 Toronto By-pass	N. York	14	II	York	6
Little Rideau River	Concrete rigid frame	1 @ 50'	Highway No. 17 T.C.H. Ottawa-Montreal	East Hawkesbury	29	I	Prescott	9
Littles Road Underpass	Composite steel and concrete rigid frame	1 @ 108'-7"	Highway No. 401 Toronto By-pass	Scarborough	10-11	II	York	6
Locks Bridge	Steel through truss	1 @ 150'-0"	Huntsville-Baysville	Brunel	14	XIII	Muskoka	11
Mill Creek	Timber trestle	1 @ 21', 4 @ 15'	Sec. Road 567, North Cobalt-Silver Centre	Bucke	13	II	Temiskaming	14
Mississippi River Bridge	Steel through truss, steel low truss approaches	75'-0", 176'-0", 75'	Highway No. 17 T.C.H. Ottawa-Montreal	Fitzroy	16	III	Carleton	9
Montreal St. Underpass	Composite steel and concrete rigid frame	1 @ 119'-6"	Highway No. 401 Kingston By-pass	Kingston	31	III	Frontenac	8
Newcastle C.P.R. Overhead	Concrete rigid frame	1 @ 63'-6"	Highway No. 115 Newcastle-Hwy. No. 28	Clarke	30	II	Durham	7
Newcastle Underpass	Concrete rigid frame	1 @ 64'-0"	Jct. Hwys. No. 2 & No. 115 Newcastle-Hwy. No. 28	Clarke	32-33	I-II	Durham	7
Oakville Sideroad Underpass	Composite steel and concrete rigid frame	1 @ 120'-9"	Q.E.W. at Oakville	Trafalgar	12-13	II-III S.D.S.	Halton	6

NAME	TYPE	SPAN	ROAD	TOWNSHIP	LOT	CONCESSION	COUNTY OR DISTRICT	DISTRICT
Oxford East Twp. Bridge No. 1	Steel plate girder	2 @ 62'	Highways No. 401 & No. 2 Eastwood-Tempo (London By-pass)	Oxford E. Blendford	10	I	Oxford Oxford	2
Oxford East Twp. Bridge No. 2 over C.N.R.	Concrete beam and slab with steel beam and slab, suspended span	55'-0", 73'-6", 55'-0"	Highway No. 401 Eastwood-Tempo (London By-pass)	Oxford E.	10-11	I	Oxford	2
Oxford E. Twp. Bridge No. 7	Concrete rigid frame	1 @ 60'-0"	Highway No. 401 Eastwood-Tempo (London By-pass)	Oxford E.	19	II	Oxford	2
Oxford E. Twp. Bridge No. 7A	Concrete rigid frame	1 @ 60'-0"	Hwy. No. 401 Service Rd. Eastwood-Tempo (London By-pass)	Oxford E.	19	II	Oxford	2
Oxford W. Twp. Bridge No. 10	Concrete rigid frame girder	1 @ 100'-0"	Hwy. No. 401 & No. 19 Eastwood-Tempo (London By-pass)	Oxford W.	18-19	II	Oxford	2
Pickering River	Steel through truss	1 @ 200'-0"	Highway No. 69 T.C.H. Parry Sound-Sudbury	Mowat	26	XXIII	Parry Sound	11
Pittsburg Twp. Gr. Sep.	Composite steel and concrete rigid frame	1 @ 118'-9"	Highway No. 401 & No. 15 Kingston By-pass	Pittsburg	39	IV	Frontenac	8
Pulse Creek Bridge	Concrete rigid frame (extension)	1 @ 40'-0"	Highway No. 7 Sarnia-Wisbeach	Sarnia	5	VI and VII	Lambton	1
Sandwich S. Twp. Bridge No. 7	Concrete rigid frame girder	1 @ 73'-4"	Highway No. 401 & No. 98 Tilbury-Windsor	Sandwich S.	13	VII	Essex	1
Sandwich S. Twp. Bridge No. 11	Concrete rigid frame	1 @ 74'-4"	Highway No. 401 Tilbury-Windsor	Sandwich S.	12-13	VI	Essex	1
Scarborough Twp. C.N.R. Overhead	Concrete rigid frame	42'-6"	Highway No. 401 Toronto By-pass	Scarborough	27-28	II	York	6
Sheppard Ave. Underpass	Composite steel and concrete rigid frame	109'-0"	Highway No. 400 Toronto-Barrie	N. York	15 and 16	V	York	6
Sheridan Creek Arch Extension	Concrete barrel arch (extension)	1 @ 30'-0"	Q.E.W. Sheridan Diversion	Trafalgar	5	II	Halton	6
South Nation River Bridge	Steel through truss with steel low truss approaches	100'-0", 200'-0", 100'-0"	Highway No. 17 T.C.H. North, Ottawa- Montreal	Plantagenet	21	II	Prescott	9
Strawberry River (No. 477)	Crescoted timber truss	30'-0", 14'-0"	Township Road	Ware	11	II	Thunder Bay	19
Thornhill Bridge (Little Don River)	Concrete barrel arch	1 @ 40'-0"	Highway No. 11	Vaughan Markham	31 31	I I	York York	6

NAME	TYPE	SPAN	ROAD	TOWNSHIP	LOT	CONCESSION	COUNTY OR DISTRICT	DISTRICT
Trafalgar Twp. Bridge	Concrete barrel arch	1 @ 30'-0"	Highway No. 122	Trafalgar	4	II	Halton	6
Trafalgar Twp. C.N.R. Overhead	Steel beam	61'-9", 78'-3", 66'-0", 66'-0", 66'-0", 61'-9"	Lower Middle Road Highway No. 122	Trafalgar	4	II S.D.S.	Halton	6
Trafalgar Twp. Underpass	Concrete rigid frame (hollow girder type)	1 @ 119'-3"	Q.E.W. and Lower Middle Road	Trafalgar	9	II S.D.S.	Halton	6
Trafalgar Twp. Underpass	Concrete rigid frame (hollow girder type)	1 @ 100'-0"	Q.E.W. and Upper Middle Road	Trafalgar	4	II S.D.S.	Halton	6
Vrooman Creek	Concrete rigid frame	1 @ 25'-0"	Highway No. 12	Brock	12-13	II	Ontario	6
Warden Ave. Underpass	Composite steel and concrete rigid frame	1 @ 108'-0"	Highway No. 401 Toronto By-pass	Scarborough	32-33	II	York	6
Westminster Twp. Bridge No. 5	Concrete beam and slab	1 @ 39'-6"	Highway No. 401 Eastwood-Tempo (London By-pass)	Westminster	18-19	II	Middlesex	2
Whitefish River (No. 41)	Wooden truss-creosoted timber	1 @ 60'		O'Connor	5	II	Thunder Bay	19
Willow Creek Bridge	Steel beam	34'-10", 62'-3", 34'-10"	Highway No. 400 Toronto-Barrie	Vespra	8	I	Simcoe	6
Wilmot Creek Bridge	Concrete barrel arch	1 @ 40'-0"	Newcastle-Orono Highway No. 115	Clarke	33	II	Durham	7

APPENDIX No. 5

COUNTIES

Chronological Summary of Road Expenditure and Provincial Subsidy

YEAR	NUMBERS OF COUNTIES	APPROVED EXPENDITURE	GOVERNMENT SUBSIDY
1903	4	\$ 166,149.06	\$ 55,383.02
1904	7	291,085.42	97,028.48
1905	6	179,593.62	59,864.53
1906	8	247,102.37	82,367.45
1907	14	383,518.86	127,839.62
1908	15	429,393.57	143,131.16
1909	16	440,374.08	146,791.36
1910	17	553,312.61	184,437.54
1911	19	712,072.52	237,357.50
1912	20	898,631.18	299,543.69
1913	20	847,684.15	282,561.35
1914	20	785,521.93	261,840.61
1915	20	811,540.05	270,513.34
1916	21	955,447.19	327,663.76
1917	30	1,388,341.87	483,621.32
1918	36	2,226,899.70	815,440.01
1919	37	5,714,937.19	2,623,719.24
1920	37	7,956,863.72	3,626,418.08
1921	37	11,078,288.39	5,119,882.26
1922	37	9,162,491.79	4,258,339.83
1923	37	7,403,509.96	3,418,523.07
1924	37	6,861,451.62	3,214,321.50
1925	37	6,608,431.04	3,222,678.10
1926	37	5,838,445.12	2,913,660.96
1927	37	7,424,464.85	3,706,719.88
1928	37	8,784,420.42	4,360,222.86
1929	37	9,212,758.04	4,591,110.16
1930	37	8,929,424.27	4,463,527.11
1931	37	7,265,350.65	3,625,860.66
1932	37	4,214,410.70	2,106,457.18
1933	37	3,058,622.91	1,529,228.37
1934	37	3,391,768.96	1,695,291.35
1935	37	3,107,215.32	1,553,273.39
1936	37	3,438,188.53	1,718,944.63
1937	37	4,062,753.39	2,031,372.49
1938	37	4,686,333.38	2,342,971.65
1939	37	4,775,109.01	2,387,240.73
1940	37	4,496,702.25	2,247,977.06
1941	37	4,805,301.60	2,402,650.75
1942	37	3,221,505.02	1,610,752.54
1943	37	3,951,745.47	1,975,872.73
1944	37	4,675,028.89	2,365,507.20
1945	37	5,692,079.85	2,898,135.97
1946	37	7,392,946.45	3,769,755.43
1947	37	9,597,750.67	5,064,601.24
1948	37	11,345,808.93	6,176,598.43
1949	37	12,645,251.23	6,949,735.96
1950	37	12,863,429.71	6,923,703.44
1951	37	15,136,060.35	8,058,376.21
1952	37	17,373,344.83	9,276,797.84
1953	37	16,404,875.09	8,822,596.50
1954	37	17,221,063.01	9,393,936.07
1955	37	19,193,907.77	10,304,707.49
TOTALS TO DATE.....		\$310,308,708.56	\$156,626,853.10

APPENDIX No. 6

COUNTY ROAD MILEAGES AND EXPENDITURES

From Inception of County Road Systems to December 31st, 1955
Provincial Subsidies on 1955 Expenditures being Paid in the 1955-56 Fiscal Year

COUNTY	YEAR OF ESTABLISHMENT OF SYSTEM	ROAD MILEAGES			TOTAL APPROVED EXPENDITURE TO END OF 1955	TOTAL GOVERNMENT GRANT
		COUNTY ROADS	COUNTY SUB-URBAN ROADS	TOTAL		
Brant.....	1917	88.19	35.00	123.19	\$ 5,208,804.05	\$ 2,695,730.24
Bruce.....	1917	303.06	.....	303.06	7,734,468.69	3,981,772.60
Carleton.....	1910	132.25	106.10	238.35	13,483,857.08	6,753,476.68
Dufferin.....	1918	176.85	.....	176.85	3,286,017.87	1,629,906.19
Elgin.....	1917	272.59	19.80	292.39	7,159,811.89	3,608,365.76
Essex.....	1916	202.85	42.00	244.85	11,278,857.01	5,784,673.96
Frontenac.....	1907	124.60	40.90	165.50	3,627,009.16	1,791,039.41
Grey.....	1918	325.23	35.00	360.23	8,680,158.82	4,399,938.87
Haldimand.....	1912	157.76	.....	157.76	6,894,735.23	3,455,340.64
Halton.....	1907	145.46	.....	145.46	4,951,728.68	2,429,816.42
Hastings.....	1904	277.59	6.20	283.79	6,534,258.31	3,185,826.64
Huron.....	1917	391.06	.....	391.06	8,129,720.55	4,243,748.41
Kent.....	1917	336.34	12.58	348.92	13,429,754.37	7,061,725.12
Lambton.....	1918	229.94	17.71	247.65	6,695,094.76	3,368,060.82
Lanark.....	1903	222.10	6.00	228.10	5,476,915.11	2,757,066.62
Leeds and Grenville....	1910	322.78	25.60	348.38	7,564,098.84	3,676,010.55
Lennox and Addington	1906	175.90	.....	175.90	5,085,356.83	2,601,202.33
Lincoln.....	1904	161.93	23.97	185.90	8,100,694.03	3,907,697.04
Middlesex.....	1906	448.35	64.25	512.60	12,869,036.91	6,528,856.81
Norfolk.....	1917	240.35	.....	240.35	8,293,226.49	4,160,999.97
Northumberland and Durham.....	1918	286.95	12.75	299.70	7,206,072.32	3,658,703.64
Ontario.....	1918	223.37	16.94	240.31	5,966,568.27	3,030,506.30
Oxford.....	1904	207.82	10.20	218.02	7,297,017.49	3,548,507.35
Peel.....	1907	145.95	.....	145.95	7,589,421.77	3,802,298.37
Perth.....	1907	206.75	23.90	230.65	5,354,919.68	2,711,359.27
Peterborough.....	1919	130.30	70.00	200.30	4,164,525.08	2,232,654.85
Prescott and Russell.	1917	336.53	.....	336.53	9,290,872.99	4,540,491.77
Prince Edward.....	1907	187.83	.....	187.83	4,417,960.58	2,168,750.41
Renfrew.....	1918	253.03	.....	253.03	7,422,553.49	3,830,813.38
Simcoe.....	1903	263.70	.....	263.70	9,200,743.50	4,569,644.58
Stormont, Dundas and Glengarry.....	1917	433.80	28.50	462.30	11,597,316.34	5,823,180.69
Victoria.....	1917	220.30	.....	220.30	5,395,717.97	2,786,435.38
Waterloo.....	1908	132.39	74.51	206.90	9,237,702.35	4,707,360.23
Welland.....	1912	132.85	35.05	167.90	10,288,269.34	5,162,046.23
Wellington.....	1903	336.90	38.50	375.40	10,695,183.79	5,547,510.93
Wentworth.....	1903	79.28	111.65	190.93	9,739,011.99	4,778,498.03
York.....	1911	.....	179.27	179.27	30,961,246.93	15,706,836.61
TOTALS.....	.....	8,312.93	1,036.38	9,349.31	\$310,308,708.56	\$156,626,853.10

APPENDIX

SUMMARY OF COUNTY

(Government Subsidies Paid)

NAME OF COUNTY	ROADS		BRIDGES AND CULVERTS	
	CONSTRUCTION	MAINTENANCE	CONSTRUCTION	MAINTENANCE
Brant.....	\$ 55,721.11	\$ 130,530.28	\$ 115,450.79	\$ 4,574.08
Bruce.....	171,738.05	124,218.35	52,254.61	.....
Carleton.....	666,312.60	199,681.16	147,475.89	17,359.02
Dufferin.....	21,773.50	137,858.93	25,504.50	.....
Elgin.....	28,247.65	367,234.87	20,051.90	15,646.64
Essex.....	404,694.92	266,304.06	185,915.93	7,193.85
Frontenac.....	52,236.44	100,034.22	14,576.30	3,620.29
Grey.....	82,309.79	296,146.24	45,968.00	3,519.34
Haldimand.....	233,720.80	90,612.76	21,610.04	4,015.70
Halton.....	156,613.48	192,001.30	13,585.46	7,940.94
Hastings.....	59,848.92	205,704.71	9,615.31	2,126.49
Huron.....	235,938.48	122,944.13	148,603.64	20,527.27
Kent.....	510,040.56	157,610.48	52,430.87	20,504.64
Lambton.....	272,391.63	171,043.20	49,655.04	7,140.61
Leamington.....	102,892.92	58,274.66	27,383.29	18,759.41
Leeds and Grenville.....	59,242.24	222,222.64	601.46	11,823.67
Lennox and Addington.....	51,234.89	135,695.10	28,901.77	2,099.31
Lincoln.....	107,377.04	182,836.90	36,309.63	4,495.65
Middlesex.....	484,995.21	319,984.41	168,332.25	11,116.68
Norfolk.....	188,063.58	184,953.50	74,985.13	7,243.96
Northumberland and Durham.....	243,728.54	110,179.90	30,121.82	1,397.06
Ontario.....	207,819.22	199,196.61	29,031.54	8,129.38
Oxford.....	112,235.65	210,832.28	33,659.88	11,952.11
Peel.....	273,057.86	258,376.74	42,646.81	4,953.42
Perth.....	144,848.64	192,910.20	63,124.24	2,227.10
Peterborough.....	142,890.09	95,235.13	26,546.01	6,282.72
Prescott and Russell.....	107,102.63	269,787.27	14,654.45	12,042.55
Prince Edward.....	134,573.76	93,854.15	14,409.52	3,238.41
Renfrew.....	639,755.06	154,729.93	47,793.58	3,619.07
Simcoe.....	158,490.40	289,255.64	37,146.54	4,523.95
Stormont, Dundas and Glengarry.....	308,990.73	54,592.26	27,473.09	11,678.61
Victoria.....	119,015.95	119,214.89	16,195.95	2,169.66
Waterloo.....	317,214.76	142,757.53	56,310.74	4,716.79
Welland.....	632,509.54	269,907.19	144,953.57	20,248.66
Wellington.....	124,821.74	412,064.20	57,547.68	12,562.09
Wentworth.....	265,720.80	321,504.17	21,443.19	27,874.35
York.....	44,247.67	445,403.63	142,364.69	7,220.09
TOTALS.....	\$7,922,416.85	\$7,305,693.62	\$2,044,635.11	\$ 314,543.57

SUMMARY OF METROPOLITAN

Metropolitan Toronto.....	\$5,187,142.93	\$1,479,066.54	\$3,350,752.91	\$ 219,825.22
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No. 7

ROAD EXPENDITURES — 1955

in the 1955-56 Fiscal Year)

WINTER CONTROL (MAINTENANCE)	APPROVED EXPENDITURE			GOVERNMENT SUBSIDY 50% AND 80%
	CONSTRUCTION	MAINTENANCE	TOTAL	
\$ 16,516.81	\$ 171,171.90	\$ 151,621.17	\$ 322,793.07	\$ 197,403.99
49,431.65	223,992.66	173,650.00	397,642.66	214,497.71
83,867.28	813,788.49	300,907.46	1,114,695.95	606,798.45
22,319.69	47,278.00	160,178.62	207,456.62	111,379.66
12,441.74	48,299.55	395,323.25	443,622.80	232,520.96
11,832.71	590,610.85	285,330.62	875,941.47	495,903.67
20,097.64	66,812.74	123,752.15	190,564.89	100,741.43
110,524.76	128,277.79	410,190.34	538,468.13	284,080.27
2,380.78	255,330.84	97,009.24	352,340.08	183,857.76
23,012.20	170,198.94	222,954.44	393,153.38	203,034.61
45,420.74	69,464.23	253,251.94	322,716.17	164,880.63
61,806.46	384,542.12	205,277.86	589,819.98	345,649.26
5,891.24	562,471.43	184,006.36	746,477.79	395,119.55
7,063.67	322,046.67	185,247.48	507,294.15	270,685.77
38,593.54	130,276.21	115,627.61	245,903.82	136,794.72
28,097.87	59,843.70	262,144.18	321,987.88	164,721.48
10,020.97	80,136.66	147,815.38	227,952.04	123,276.34
27,900.64	143,686.67	215,233.19	358,919.86	191,701.51
54,971.61	653,327.46	386,072.70	1,039,400.16	573,534.76
22,994.10	263,048.71	215,191.56	478,240.27	263,788.87
49,729.87	273,850.36	161,306.83	435,157.19	227,034.26
35,638.09	236,850.76	242,964.08	479,814.84	251,055.70
33,792.71	145,895.53	256,577.10	402,472.63	214,919.92
63,984.97	315,704.67	327,315.13	643,019.80	335,789.97
29,884.36	207,972.88	225,021.66	432,994.54	236,102.67
22,144.80	169,436.10	123,662.65	293,098.75	156,397.99
43,743.80	121,757.08	325,573.62	447,330.70	231,674.45
27,989.76	148,983.28	125,082.32	274,065.60	142,327.18
34,402.38	687,548.64	192,751.38	880,300.02	455,573.80
70,381.29	195,636.94	364,160.88	559,797.82	292,400.06
107,019.50	336,463.82	173,290.37	509,754.19	266,622.61
34,996.49	135,211.90	156,381.04	291,592.94	151,306.15
60,834.62	373,525.50	208,308.94	581,834.44	309,225.48
37,695.88	777,463.11	327,851.73	1,105,314.84	602,218.09
114,535.30	182,369.42	539,161.59	721,531.01	381,798.43
63,457.49	287,163.99	412,836.01	700,000.00	364,795.26
121,201.21	186,612.36	573,824.93	760,437.29	425,094.07
\$1,606,618.62	\$9,967,051.96	\$9,226,855.81	\$19,193,907.77	\$10,304,707.49

ROAD EXPENDITURES — 1955

\$ 827,083.67	\$8,537,895.84	\$2,525,975.43	\$11,063,871.27	\$ 5,531,935.64
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APPENDIX No. 8

ORGANIZED TOWNSHIPS

Chronological Summary of Road Expenditure and Provincial Subsidy
Including Improvement Districts, Indian Reserves and Provincial Parks

YEAR	NO. OF TOWNSHIPS	APPROVED EXPENDITURE	SUBSIDY
1920 to 1934	172-352	\$ 58,394,540.06	\$ 18,743,070.89
1935	353	2,945,424.37	1,233,806.48
1936	357	2,988,617.38	1,251,632.43
1937	358	3,857,518.61	1,943,344.98
1938	574	4,826,905.00	2,553,837.97
1939	583	5,392,981.59	2,865,752.12
1940	584	4,505,295.63	2,411,064.90
1941	584	5,452,286.74	2,917,816.44
1942	583	3,698,301.35	1,978,368.31
1943	584	5,512,990.52	2,929,508.15
1944	585	6,263,799.90	3,400,704.29
1945	596	7,696,533.87	4,177,608.83
1946	602	9,366,654.59	5,131,431.11
1947	604	12,562,798.76	7,064,222.50
1948	606	13,688,529.08	7,763,289.85
1949	609	15,262,451.16	8,658,125.77
1950	610	15,852,838.23	8,944,246.08
1951	610	18,774,705.27	10,544,324.37
1952	614	21,261,356.88	11,966,206.37
1953	615	20,448,782.51	11,477,684.36
1954	617	23,346,392.74	13,185,561.47
1955	619	27,026,146.81	15,376,232.29
TOTALS.....		\$289,125,851.05	\$146,517,840.96

NOTE. — 572 Townships, 16 Improvement Districts, 29 Indian Reserves and 2 Provincial Parks are represented in the above expenditures for 1955.

APPENDIX No. 9

CITIES, TOWNS AND VILLAGES

Chronological Summary of Road Expenditure and Provincial Subsidy

YEAR	NO. OF URBAN MUNICIPALITIES	APPROVED EXPENDITURE	SUBSIDY
1947	324	\$ 5,334,316.72	\$ 2,667,158.49
1948	327	5,614,300.68	2,807,150.46
1949	330	12,194,258.56	4,550,703.10
1950	331	12,834,506.55	4,823,922.36
1951	334	15,956,137.03	5,931,088.54
1952	333	15,898,102.64	5,946,052.04
1953	335	17,598,631.85	6,890,106.26
1954	336	18,223,848.41	7,021,797.64
1955	338	21,703,070.95	8,560,475.48
	TOTALS.....	\$125,357,173.39	\$ 49,198,454.37

APPENDIX No. 10
MILEAGE OF URBAN ROAD SURFACES AT THE END OF 1955
ROADS UNDER LOCAL AUTHORITY

COUNTY	EARTH	GRAVEL OR STONE	SURFACE TREATED GRAVEL OR STONE	LOW-COST BITUMI- NOUS SURFACES	MIX. MAC. OR ASPHALTIC CONCRETE	CEMENT, CONCRETE BRICK, ETC.	TOTAL
Brant	1.00	60.57	50.04	17.55	22.45	15.49	167.10
Bruce	9.60	55.17	21.00	18.89	10.44	0.50	115.60
Carleton	49.50	11.09	130.66	96.30	159.80	.....	447.35
Dufferin	4.45	7.70	5.90	0.37	7.44	4.04	29.90
Elgin	8.00	15.92	15.02	27.78	23.30	3.28	93.30
Essex	105.13	91.96	41.89	20.48	102.13	185.84	547.43
Frontenac	0.82	19.37	1.91	15.43	43.16	0.30	80.99
Grey	7.96	31.14	52.59	26.07	10.59	8.58	136.93
Haldimand	4.55	12.48	2.92	13.78	19.74	0.34	53.81
Halton	4.61	23.89	33.47	6.59	20.20	7.85	96.61
Hastings	6.25	17.02	15.80	42.48	11.61	0.13	93.29
Huron	6.45	19.32	50.12	38.90	6.77	5.78	127.34
Kent	2.49	31.35	32.13	8.81	57.44	24.43	156.65
Lambton	1.72	117.08	31.45	17.90	57.84	11.93	237.92
Lanark	11.72	16.94	13.10	26.47	30.85	1.00	100.08
Lennox - Addington	1.00	9.39	2.60	5.90	2.60	3.40	24.89
Leeds and Grenville	15.70	15.70	9.30	31.70	17.85	3.30	93.55
Lincoln	13.55	21.88	6.94	26.79	44.54	39.46	153.16
Middlesex	9.70	48.34	89.77	67.40	.....	6.40	221.61
Norfolk	4.82	16.75	26.77	17.18	3.39	3.21	72.12
Northumberland and Durham	10.30	55.78	53.40	23.30	44.82	5.80	193.40
Ontario	9.72	46.40	97.99	43.27	12.57	45.22	255.17
Oxford	8.50	29.40	30.20	48.60	12.30	11.50	140.50
Peel	1.12	20.54	9.46	15.91	11.67	0.82	59.52
Perth	35.16	23.00	21.60	23.71	27.51	8.78	139.76
Peterborough	1.50	27.95	52.14	7.77	27.54	4.20	121.10
Prescott and Russell	3.10	6.35	8.82	4.36	9.00	0.50	32.13
Prince Edward	0.10	0.21	8.81	2.87	8.36	.....	20.35
Renfrew	12.05	17.40	25.55	6.63	23.16	0.15	84.94
Simcoe	23.68	120.86	40.08	29.97	30.57	13.18	258.34
Stormont, Dundas and Glengarry	4.25	6.04	9.55	20.89	4.86	18.22	63.81
Victoria	3.00	16.00	24.80	3.40	28.75	.....	75.95
Waterloo	91.69	8.78	90.74	62.83	80.53	17.81	352.38
Welland	6.84	30.71	22.58	77.83	66.61	14.75	219.32
Wellington	12.17	44.52	64.14	15.22	12.88	32.78	181.71
Wentworth	3.40	53.33	43.10	115.68	200.50	1.33	417.34
York	0.69	29.35	19.32	0.77	9.02	0.07	59.22
TOTALS—Counties.	496.29	1,179.68	1,255.66	1,029.78	1,262.79	500.37	5,724.57
Metro. Toronto Area.	13.98	8.43	24.85	14.30	524.04	29.95	615.55
DISTRICTS							
Algoma	41.00	28.93	10.00	15.32	23.50	6.00	124.75
Cochrane	1.62	21.21	21.00	35.86	7.30	5.26	92.25
Kenora	9.88	33.70	16.68	0.58	18.44	.....	79.28
Manitoulin	5.50	10.94	1.74	2.02	.....	.....	20.20
Muskoka	5.63	47.10	25.00	26.38	2.83	2.75	109.69
Nipissing	3.05	23.90	34.55	12.60	18.40	0.70	93.20
Parry Sound	.....	50.16	4.00	4.55	12.10	.....	70.81
Rainy River	5.56	28.75	9.93	2.62	1.60	1.67	50.13
Sudbury	4.85	36.50	74.77	19.13	24.10	1.00	160.35
Temiskaming	.....	35.25	9.50	11.25	8.35	.....	64.35
Thunder Bay	23.70	58.02	50.89	9.14	71.14	16.59	229.48
TOTALS—Districts.	100.79	374.46	258.06	139.45	187.76	33.97	1,094.49
GRAND TOTALS.....	611.06	1,562.57	1,538.57	1,183.53	1,974.59	564.29	7,434.61



Modern channelization on Bracebridge by-pass, Highway No. 11, Huntsville District.



Forks Road overpass, West Side Road, south of Welland, Hamilton District.

APPENDIX
MILEAGE OF RURAL ROAD SURFACES

COUNTY	COUNTY ROADS				
	EARTH	GRAVEL OR STONE	SURFACE TREATED GRAVEL OR STONE	LOW-COST BITUMI- NOUS SURFACES	MIX. MAC. OR ASPHALTIC CONCRETE
Brant.....		29.00	13.85	80.34	
Bruce.....		170.92		130.29	0.30
Carleton.....		90.00	40.40	40.90	67.05
Dufferin.....		168.85		8.00	
Elgin.....		154.88		137.51	
Essex.....		107.46	43.27	41.69	17.07
Frontenac.....		98.15		67.35	
Grey.....		308.91		43.50	2.00
Haldimand.....	0.67	66.91	74.78	11.63	
Halton.....		92.91	15.12	16.93	2.50
Hastings.....		195.42	48.75	15.60	21.72
Huron.....		268.02	7.50	115.04	
Kent.....		105.95		6.06	226.91
Lambton.....		147.06	0.22	57.84	36.33
Lanark.....	3.70	161.75	14.50	29.30	18.85
Leeds and Grenville.....	3.50	173.70	4.10	98.14	68.14
Lennox and Addington.....		42.30	56.80	19.50	57.30
Lincoln.....		12.20	100.74	60.61	5.35
Middlesex.....		287.31		170.55	18.05
Norfolk.....		20.15		218.60	
Northumberland and Durham.....		196.05	2.05	63.90	37.10
Ontario.....		142.10	11.76	76.80	6.84
Oxford.....		115.30		100.22	2.50
Peel.....		80.94	24.67	26.14	8.85
Perth.....		161.83	42.25	26.07	0.50
Peterborough.....		148.70		45.80	5.80
Prescott and Russell.....	2.95	223.73	45.90	47.95	16.00
Prince Edward.....		92.53	33.87	45.48	7.35
Renfrew.....		104.10	38.45	55.85	53.63
Simcoe.....		224.04	12.36	8.50	18.80
Stormont, Dundas and Glengarry.....		202.15	99.50	159.35	
Victoria.....		150.95		66.35	3.00
Waterloo.....		108.20	48.80	23.50	
Welland.....		14.85	89.80	14.75	38.80
Wellington.....		297.25	20.05	48.40	
Wentworth.....		25.23	126.13	38.07	1.50
York.....	1.90	66.07	10.16	86.50	14.00
TOTALS — Counties.....	12.72	5,055.87	1,025.78	2,303.01	756.24
METROPOLITAN ROADS					
Metropolitan Toronto Area.....	4.76	5.04	33.84	6.47	224.20
DISTRICTS					
Algoma.....					
Cochrane.....					
Haliburton.....					
Kenora.....					
Manitoulin.....					
Muskoka.....					
Nipissing.....					
Parry Sound.....					
Rainy River.....					
Sudbury.....					
Temiskaming.....					
Thunder Bay.....					
TOTALS — Districts.....					
Unorganized Townships.....					
GRAND TOTALS.....	17.48	5,060.91	1,059.62	2,309.48	980.44

No. 11

AT THE END OF 1955

ORGANIZED TOWNSHIP ROADS

CEMENT, CON- CRETE	TOTAL	EARTH	GRAVEL OR STONE	SURFACE TREATED GRAVEL OR STONE	LOW-COST BITUMI- NOUS SURFACES	MIX. MAC. OR ASPHALTIC CONCRETE	CEMENT, CON- CRETE	TOTAL
.....	123.19	49.97	450.37	9.75	.....	0.25	.....	510.34
1.55	303.06	112.00	1,536.30	103.50	1.19	3.00	.....	1,755.99
.....	238.35	172.05	891.25	7.50	5.90	1.25	.....	1,077.95
.....	176.85	58.80	662.60	17.50	.....	.....	.....	738.90
.....	292.39	5.45	869.58	13.00	.....	.....	.....	888.03
35.36	244.85	34.55	897.69	47.99	0.10	.....	47.83	1,028.16
.....	165.50	350.60	597.50	1.20	3.70	2.30	.....	955.30
5.82	360.23	239.80	1,768.85	85.25	.....	.....	.....	2,093.90
3.77	157.76	82.99	480.55	9.40	17.50	5.00	.....	595.44
18.00	145.46	9.90	427.69	12.60	.....	0.81	2.25	453.25
2.30	283.79	365.00	1,129.50	4.50	.....	3.68	.....	1,502.68
0.50	391.06	61.00	1,430.46	.....	4.14	.....	.....	1,495.60
10.00	348.92	66.78	1,223.60	.....	3.00	3.14	0.15	1,296.67
6.20	247.65	190.71	1,180.60	2.00	2.32	5.50	.....	1,381.13
.....	228.10	488.40	514.75	.....	3.50	.....	.....	1,006.65
0.80	348.38	521.30	763.64	.....	26.00	16.00	.....	1,326.94
.....	175.90	231.70	410.81	4.75	0.50	0.54	.....	648.30
7.00	185.90	98.69	437.32	35.80	14.85	4.00	4.12	594.78
36.69	512.60	72.60	1,574.30	54.70	1.30	.....	0.40	1,703.30
1.60	240.35	157.00	742.82	15.22	96.55	.....	.....	1,011.59
0.60	299.70	370.90	1,751.73	.....	39.32	.....	.....	2,161.95
2.81	240.31	213.30	860.40	.....	8.60	.....	.....	1,082.30
.....	218.02	.....	1,084.24	.....	7.01	.....	.....	1,091.25
5.35	145.95	58.77	564.83	58.90	.....	1.25	.....	683.75
.....	230.65	46.60	948.90	.....	.....	.....	.....	995.50
.....	200.30	196.00	733.90	.....	.....	0.60	.....	930.50
.....	336.53	559.65	472.50	0.10	.....	.....	.....	1,032.25
8.60	187.83	31.10	324.67	0.20	1.00	.....	.....	356.97
1.00	253.03	1,015.50	673.30	.....	2.00	0.80	.....	1,691.60
.....	263.70	267.03	1,874.52	3.30	.....	4.80	.....	2,149.65
1.30	462.30	494.80	871.30	.....	6.35	.....	4.75	1,377.20
.....	220.30	167.30	749.80	.....	.....	.....	.....	917.10
26.40	206.90	13.20	536.90	0.70	.....	.....	0.20	551.00
9.70	167.90	361.08	404.99	133.26	14.10	27.97	2.10	943.50
9.70	375.40	88.86	1,051.17	.....	.....	.....	.....	1,140.03
.....	190.93	35.31	497.55	9.28	0.50	.....	.....	542.64
0.64	179.27	73.90	766.66	29.40	12.69	.....	.....	882.65
195.69	9,349.31	7,362.59	32,157.54	659.80	272.12	80.89	61.80	40,594.74
8.49	282.80	161.90	128.85	452.60	201.68	334.56	8.84	1,288.43
.....	.....	169.85	533.20	.....	3.00	.....	.....	706.05
.....	.....	72.25	523.33	8.00	13.62	2.50	.....	619.70
.....	.....	192.35	257.95	.....	5.13	.....	.....	455.43
.....	.....	28.00	161.39	.....	.....	.....	.....	189.39
.....	.....	80.00	434.65	.....	0.50	.....	.....	515.15
.....	.....	337.35	523.45	.....	23.45	.....	.....	884.25
.....	.....	128.20	449.40	.....	6.80	.....	.....	584.40
.....	.....	82.30	924.00	.....	.....	.....	.....	1,006.30
.....	.....	89.85	491.60	.....	0.90	.....	.....	582.35
.....	.....	119.30	574.19	6.70	17.06	5.57	2.68	725.50
.....	.....	94.10	526.05	2.00	15.00	.....	.....	637.15
.....	.....	59.75	557.64	20.40	21.29	2.60	0.35	662.03
.....	.....	1,453.30	5,956.85	37.10	106.75	10.67	3.03	7,567.70
.....	.....	1,258.98	3,576.72	.....	.....	.....	.....	4,835.70
204.18	9,632.11	10,236.77	41,819.96	1,149.50	580.55	426.12	73.67	54,286.57

APPENDIX No. 12

SUMMARY OF EXPENDITURES ON URBAN STREETS — 1955

Approved 1955 Expenditures by Cities, Towns and Villages under Part VII of The Highway Improvement Act

MUNICIPAL ROAD DISTRICT No.	CITIES (29) SEP. TOWNS (8) AND BEACH COMMISSIONS (1)	APPROVED EXPENDITURES — 1955			GOVERNMENT SUBSIDY 33 1/3% AND 50% AND 80%
		TOWNS (145)	VILLAGES (155)	URBAN TOTAL (338)	
1	\$ 1,329,048.84	\$ 288,922.93	\$ 108,014.09	\$ 1,725,985.86	\$ 666,532.39
2	694,715.37	212,374.73	65,400.18	972,490.28	370,779.93
3	1,068,911.56	357,410.33	78,302.43	1,504,624.32	588,631.95
4	2,918,767.24	433,257.40	130,705.43	3,482,730.07	1,278,287.36
5	99,693.16	167,315.02	39,910.64	306,918.82	138,831.37
6	.....	777,065.18	336,180.13	1,113,245.31	581,664.50
6 M.T.A.	2,519,725.32	180,646.25	167,499.85	2,867,871.42	1,014,954.56
7	292,741.87	230,078.08	105,327.26	628,147.21	270,875.78
8	613,156.38	45,807.19	45,551.39	704,514.96	261,477.96
9	3,436,928.37	513,322.99	92,962.64	4,043,214.00	1,531,045.08
10	.....	266,498.32	42,351.73	308,850.05	165,790.60
11	800,502.52	292,199.16	62,847.94	1,155,549.62	477,500.86
12	.....	57,479.01	20,975.13	78,454.14	40,544.63
13	69,919.47	101,703.92	3,705.26	174,964.98	76,173.68
14	.....	186,457.31	.....	190,162.57	100,615.02
15	.....	424,232.51	.....	424,232.51	212,965.02
16	.....	188,326.48	.....	800,648.29	300,445.05
17	612,321.81	40,864.98	.....	311,836.88	112,819.60
18	270,611.08	23,929.92	360.82	540,343.23	184,349.71
19	516,413.31	.....	.....	368,286.43	186,190.43
20	.....	368,286.43	.....	.....	.....
TOTALS.....	\$15,243,456.30	\$5,156,178.14	\$1,303,436.51	\$21,703,070.95	\$8,560,475.48

NOTE. — 1 Town and 1 Village did not apply for subsidy in 1955.

APPENDIX No. 13

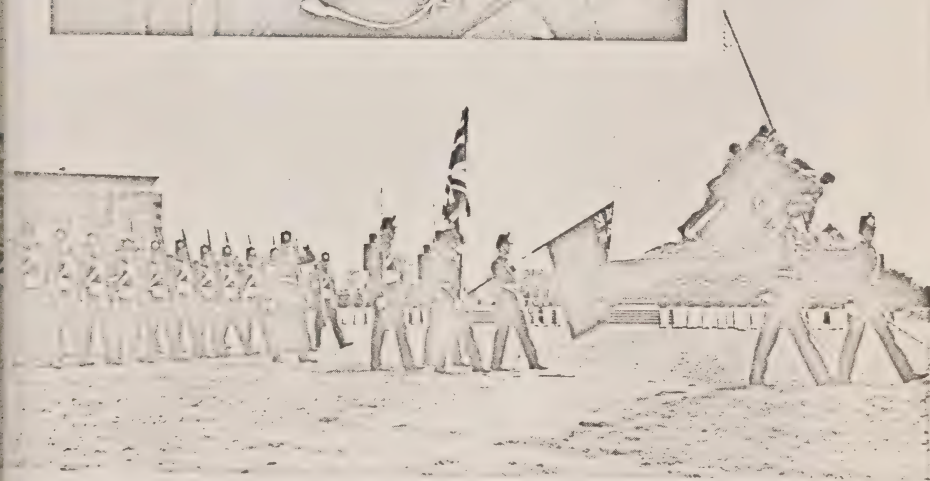
TYPES OF SURFACES OF THE KING'S HIGHWAYS

(As of December 31, 1955)

County or District	Concrete	Bituminous Pavement	Bituminous Surface	Gravel	Totals
Algoma.....	34.72	90.46	90.15	18.00	233.33
Brant.....	28.70	51.71	9.03	.....	89.44
Bruce.....	9.93	108.85	10.95	41.45	171.18
Carleton.....	0.32	102.12	11.26	13.22	126.92
Cochrane.....	9.68	85.06	102.03	201.51	398.28
Dufferin.....	24.53	34.10	.....	9.12	67.75
Dundas.....	.....	42.12	7.35	.....	49.47
Durham.....	.....	80.38	.....	35.07	115.45
Elgin.....	36.87	60.51	20.72	.....	118.10
Essex.....	27.44	122.45	26.03	.....	175.92
Frontenac.....	0.41	85.53	34.76	32.51	153.21
Glengarry.....	.....	58.32	0.70	.....	59.02
Grenville.....	9.86	36.57	.....	.....	46.43
Grey.....	5.29	111.56	3.42	19.85	140.12
Haldimand.....	0.27	75.25	2.21	.....	77.73
Haliburton.....	.....	50.15	38.64	10.01	98.80
Halton.....	4.70	66.88	4.74	1.42	77.74
Hastings.....	.....	102.47	101.63	16.30	220.40
Huron.....	24.95	125.99	13.77	40.77	205.48
Kenora.....	.....	117.52	38.52	330.73	486.77
Kent.....	30.05	146.57	.....	.....	176.62
Lambton.....	29.01	123.08	.....	2.90	154.99
Lanark.....	.....	87.97	0.58	4.30	92.85
Leeds.....	11.59	140.63	10.34	9.39	171.95
Lennox and Addington.....	.....	48.27	71.71	6.87	126.85
Lincoln.....	4.51	55.45	18.89	0.85	79.70
Manitoulin.....	.....	.....	17.50	38.35	55.85
Middlesex.....	16.42	155.00	5.85	22.72	199.99
Muskoka.....	.....	73.07	87.08	13.51	173.66
Nipissing.....	9.17	160.12	129.95	61.78	361.02
Norfolk.....	10.86	51.61	0.16	.....	62.63
Northumberland.....	.....	76.82	14.08	9.55	100.45
Ontario.....	57.31	79.04	14.86	.....	151.21
Oxford.....	10.60	76.86	2.00	21.17	110.63
Parry Sound.....	0.75	55.00	70.16	80.56	206.47
Peel.....	8.92	68.55	16.78	13.47	107.72
Perth.....	9.13	103.18	11.66	11.05	135.02
Peterborough.....	7.95	53.01	37.85	23.41	122.22
Prince Edward.....	0.29	33.22	13.89	11.23	58.63
Prescott.....	2.79	58.30	0.50	.....	61.59
Rainy River.....	.....	42.08	50.48	30.07	122.63
Renfrew.....	13.68	122.14	111.95	15.80	263.57
Russell.....	1.36	36.57	0.88	1.10	39.91
Simcoe.....	17.70	244.27	7.04	34.24	303.25
Stormont.....	.....	36.71	3.50	.....	40.21
Sudbury.....	14.46	89.98	36.77	129.99	271.20
Timiskaming.....	.....	97.75	69.95	79.72	247.42
Thunder Bay.....	.....	304.37	41.79	249.62	595.78
Victoria.....	1.50	74.39	48.62	20.79	145.30
Waterloo.....	23.50	37.30	2.71	19.01	82.52
Welland.....	30.86	68.94	10.98	0.30	111.08
Wellington.....	38.93	76.03	6.11	12.38	133.45
Wentworth.....	6.19	135.63	14.59	8.88	165.29
York.....	11.54	125.66	12.94	29.05	179.19
TOTALS.....	586.74	4,745.57	1,458.06	1,732.02	8,522.39

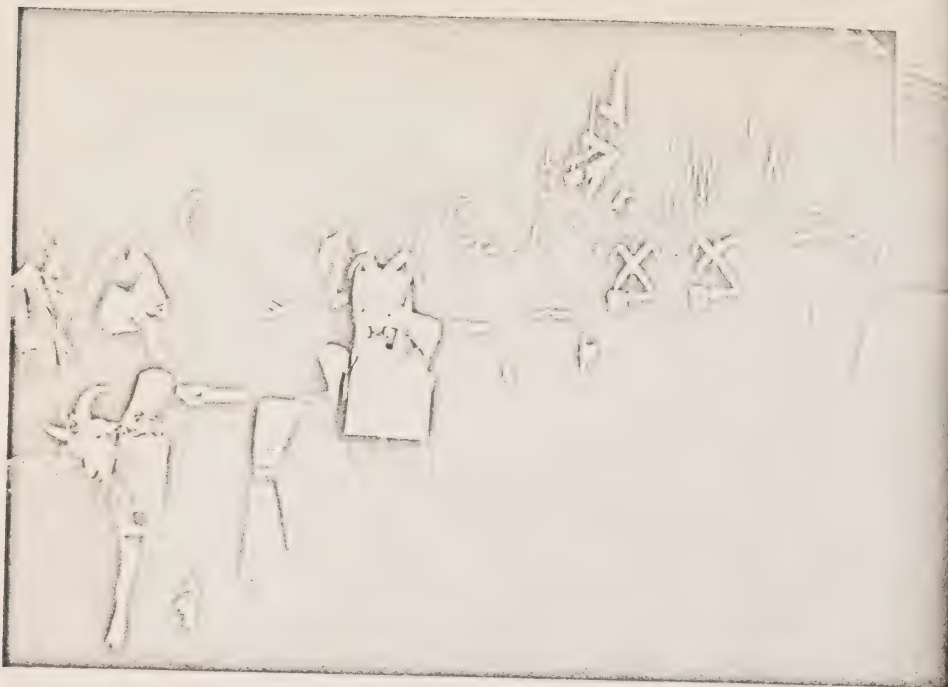


*Unit Colors being
presented to Guard
by Hon. Leslie M.
Frost, Prime
Minister of
Ontario.*

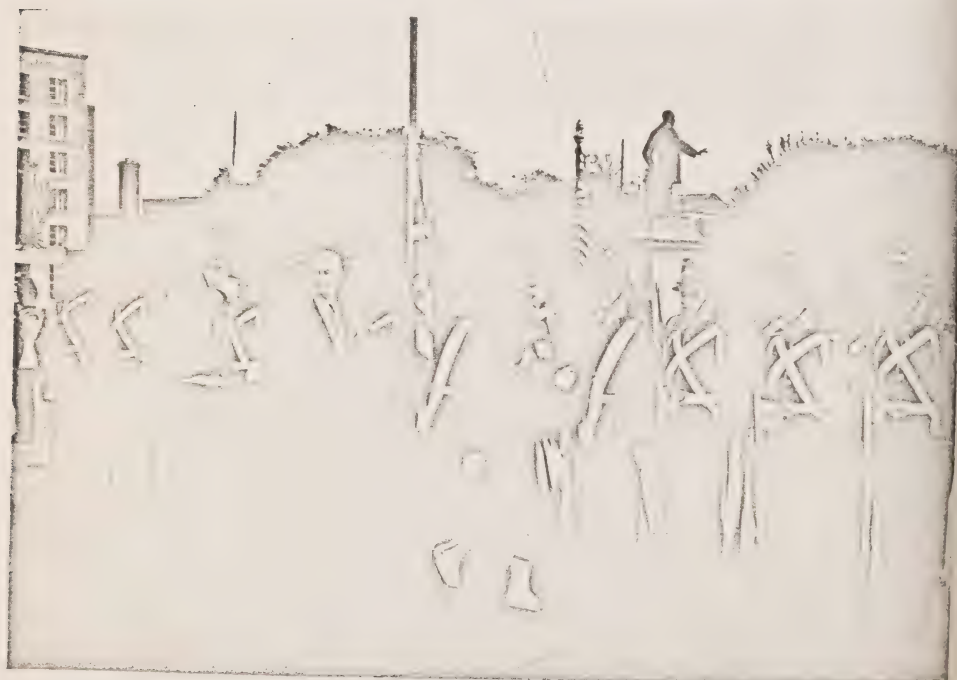


Fort Henry Guard Shown On Parade

*Old Fort Henry Guard marches past
Iwo Jima Memorial at Arlington,
Virginia, July 4, 1955. They were
guests of U.S. Marine Corps.*



Fort Henry Guard of Honour, with mascot "David", marching away from Provincial Legislature after opening ceremonies.



Preceded by Lieutenant Col. R. Y. Cory, O.B.E., V.D., Aide-de-Camp, Lieutenant Governor Louis O. Breithaupt, LL.D., inspects Fort Henry Guard at opening of Provincial Legislature, accompanied by Guard Captain D. H. Thompson, carrying drawn sword.

APPENDIX No. 14

Following are the approved road mileages as of the end of December, 1955:

ing's Highways

Concrete.....	586.74 miles	
Bituminous Pavement.....	4,745.57 miles	
Low Cost Bituminous Pavement.....	1,458.06 miles	
Gravel and Crushed Stone.....	1,732.02 miles	
TOTAL.....		8,522.39 miles

econdary Roads

Low Cost Bituminous Pavement.....	326.76 miles	
Gravel and Crushed Stone.....	2,068.15 miles	
TOTAL.....		2,394.91 miles

ounty Roads

Concrete.....	195.69 miles	
Bituminous Pavement.....	756.24 miles	
Low Cost Bituminous Pavement.....	2,303.01 miles	
Gravel and Crushed Stone.....	6,081.65 miles	
Earth.....	12.72 miles	
TOTAL.....		9,349.31 miles

etropolitan Roads

Concrete.....	8.49 miles	
Bituminous Pavement.....	224.20 miles	
Low Cost Bituminous Pavement.....	6.47 miles	
Gravel and Crushed Stone.....	38.88 miles	
Earth.....	4.76 miles	
TOTAL.....		282.80 miles

rganized Township Roads

Concrete.....	73.67 miles	
Bituminous Pavement.....	426.12 miles	
Low Cost Bituminous Pavement.....	580.55 miles	
Gravel and Crushed Stone.....	39,392.74 miles	
Earth.....	8,977.79 miles	
TOTAL.....		49,450.87 miles

norganized Township Roads

Gravel and Crushed Stone.....	3,576.72 miles	
Earth.....	1,258.98 miles	
TOTAL.....		4,835.70 miles

ty, Town and Village Streets

Concrete.....	564.29 miles	
Bituminous Pavement.....	1,974.59 miles	
Low Cost Bituminous Pavement.....	1,183.53 miles	
Gravel and Crushed Stone.....	3,101.14 miles	
Earth.....	611.06 miles	
TOTAL.....		7,434.61 miles

TOTAL ROAD MILEAGE..... 82,270.59 miles

REPORT OF THE MOTOR VEHICLES BRANCH, 1955

TO THE HONOURABLE JAMES N. ALLAN,
MINISTER OF HIGHWAYS

Sir:

I have the honour to submit herewith a report of the activities of the Motor Vehicles Branch for the year 1955.

This report includes:

- (1) Statistics relating to motor vehicle permits and drivers' licences issued during the 1955 licence year;
- (2) A statement showing the revenue from all sources during the fiscal year April 1, 1955, to March 31, 1956; and
- (3) Reports of the Accident Records and Statistics, Financial Responsibility, and Public Vehicle Divisions of the Branch for the year 1955.

The summarized information provided in the following preamble is dealt with in detail in the pages of this report.

Motor Vehicle Registrations

Motor vehicle registrations totalled 1,617,853 as compared with 1,489,980 for 1954. This represented an increase of 127,873 vehicles, or a percentage advance of 8.6. Passenger cars (1,292,133) which made up almost four-fifths (79.9%) of the total, increased by 8.8%.

There were 283,837 commercial vehicles (excluding buses) registered, representing 17.5% of the total vehicles and an increase of 5.8% from the corresponding total (268,269) for 1954.

As compared with the changes shown above, original passenger (new car) registrations totalled 175,311 or 33,107 (23.2%) more than the 1954 total (142,294); while original commercial vehicle registrations (29,485) were 43.8% above the total for the previous year (20,502).

During the ten years since 1946 total motor vehicle registrations showed an advance from 711,106 to 1,617,853 — an increase of 906,747 vehicles or 127.5%.

Drivers' Licences

There were 1,148,980 operators' (not including 1,110 motorcycle operators') licences, and 706,755 chauffeurs' licences issued during 1955. The total 1,856,845 was 6.2% above the total (1,747,567) for 1954.

Revenue

The net revenue collected during the fiscal year ending March 31, 1956, amounted to \$41,306,171.99 as compared with \$28,712,333.62 collected in the previous fiscal year.

Accident Records and Statistics Division

During 1955 there were 63,219 motor vehicle traffic accidents reported. These accidents resulted in the death of 1,111 persons, non-fatal injury to 5,246 persons and a property damage loss of \$26,535,035.

The 971 fatal accidents (in which 1,111 persons were fatally injured) represented an increase of 8.2% from the 1954 total (897). Personal injury accidents increased by 6.5%, while those involving property damage (in excess of \$100) only, were 1.0% below the total for 1954.

These advances may be compared with a general increase in all accidents reported amounting to 1.1%.

(NOTE. — The property damage requirement for the reporting of "property damage only" accidents was raised from \$50.00 to \$100.00 as of April 6, 1954.)

Financial Responsibility Division

For various causes and for various periods this Division applied a total of 19,970 suspensions of drivers' licences and motor vehicle permits in 1955. A total of 229,000 convictions for offences involving the use of motor vehicles were reported. Of this total, 10,000 were registered under the Criminal Code and 219,000 under the Highway Traffic Act.

Payments out of the Unsatisfied Judgment Fund from April 1st, 1955, to March 31st, 1956, amounted to \$1,791,393.62. This amount was paid in settlement of 595 judgments. The total amount paid out of the Fund since inception on July 1st, 1947, was \$8,936,889.22.

Public Vehicle Division

In the licence year ending March 31, 1956, there were 7,392 public commercial vehicle operating licences issued, an increase of 9.2%; while the number of such vehicles licensed totalled 23,716 or 12.1% more than in the previous year.

There were 225 public vehicle operating licences issued (three less than in 1954) while the number of public vehicles (buses) increased from 2,604 in 1954 to 2,622 in 1955. There was a slight (1.0%) increase in the number of vehicles licensed for the transportation of school children.

Total revenue collected during the year amounted to \$1,915,218.60. The corresponding amount for 1954 was \$1,836,624.69.

General

The reports of the various Divisions of the Branch contained on the pages following show a continued increase in the work and duties in all fields of operation which has been observed since World War II.

In reporting on our activities I would like to express my appreciation for your support and guidance in my efforts to deal with many and varied problems. So, I sincerely thank the staff at head-office and representatives throughout Ontario for their unfailing loyalty and co-operation.

Respectfully submitted,

J. P. BICKELL,
Registrar of Motor Vehicles

NUMBER OF PERMITS AND LICENCES ISSUED

The number of drivers' licences and motor vehicle owners' permits issued during each of the five years, 1951 to 1955, and the percentage changes between the 1955 and 1954 totals are shown in the following tables:

CLASS OF LICENCE OR PERMIT	1951	1952	1953	1954	1955	Inc.
Passenger Car.....	958,082	1,024,816	1,117,175	1,187,725	1,292,133	8.8
Commercial Vehicle.....	221,310	239,675	258,075	268,269	283,837	5.8
Bus.....	3,961	3,916	3,848	3,972	4,105	3.3
Dual-purpose Vehicle.....	8,275	9,939	13,707	17,560	25,457	45.0
Motorcycle.....	13,470	13,407	13,314	12,454	12,321	-1.1
TOTAL.....	1,205,098	1,291,753	1,406,119	1,489,980	1,617,853	8.6
Trailer.....	73,495	74,937	80,673	86,839	93,829	8.0
Operators.....	894,438	953,307	1,018,140	1,077,004	1,150,090	6.8
Chauffeurs.....	567,100	603,252	638,119	670,563	706,755	5.4
TOTAL.....	1,461,538	1,556,559	1,656,259	1,747,567	1,856,845	6.2
Instruction Permits.....	267,016	291,892	327,404	329,212	370,093	12.4
Transfers.....	344,028	384,887	421,422	419,284	482,333	15.0
"In Transit" Permits.....	27,146	17,542	17,337	10,633	17,573	65.3
"M" Dealers.....	2,245	2,300	2,526	2,496	2,587	3.6
"MC" Dealers.....	18	15	18	18	15	-16.7

REVENUE FOR FISCAL YEAR 1955-1956

PERMITS AND LICENCES:

Passenger.....	\$17,348,216.17
Commercial.....	15,587,871.31
Dual-purpose	453,201.75
Trailer.....	2,443,725.15
Motorcycle.....	24,851.25
Dealers — Automobile.....	\$72,461.00
Motorcycle.....	66.00
	72,527.00
Operators and Instruction.....	1,270,562.70
Chauffeurs.....	717,625.50
Public Vehicles.....	424,927.65
Public Commercial Vehicles.....	1,488,843.54
Garages.....	99,926.50
Miscellaneous.....	2,259.06
	\$39,934,537.58

FEES:

In Transits.....	\$ 10,059.50
Duplicate Cards.....	32,503.50
Transfers.....	415,696.40
Searches and Certificates.....	19,051.86
Lists.....	20,915.50
Examinations	50,998.00
	549,224.76

FINES:

Breach of Highway Traffic Act.....	822,409.65
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\$41,306,171.99

NUMBER OF MOTOR VEHICLES REGISTERED IN ONTARIO

YEAR	Passenger	Commercial	Dual- purpose	Motorcycle	TOTAL
1903	178				178
1904	535				535
1905	553				553
1906	1,176				1,176
1907	1,530				1,530
1908	1,754				1,754
1909	2,452				2,452
1910	4,230				4,230
1911	11,339				11,339
1912	16,268			1,754	18,022
1913	23,700			2,900	26,600
1914	31,724			3,633	35,357
1915	42,346			4,174	46,520
1916	51,589	2,786		4,287	58,662
1917	78,861	4,929		5,180	88,970
1918	101,599	7,529		5,002	114,130
1919	127,860	11,428		5,516	144,804
1920	155,861	16,204		5,496	177,561
1921	181,978	19,554		4,989	206,521
1922	210,333	24,164		4,799	239,296
1923	245,815	28,612		4,325	278,752
1924	271,341	31,488		3,941	306,770
1925	303,736	34,690		3,748	342,174
1926	343,992	39,012		3,345	386,349
1927	386,903	43,442		3,159	433,504
1928	429,426	54,714		3,197	487,337
1929	473,222	55,218	8,226	3,541	540,207
1930	490,906	61,690	5,986	3,924	562,506
1931	489,713	64,256	4,177	4,070	562,216
1932	462,923	61,347	3,239	4,088	531,597
1933	453,314	59,760	2,909	4,370	520,353
1934	470,617	64,436	2,724	4,468	542,245
1935	489,610	67,590	2,370	4,506	564,076
1936	514,211	70,693	*	4,553	589,457
1937	541,802	75,687	1,847	4,582	623,918
1938	580,364	81,642	1,876	5,206	669,088
1939	593,693	82,206	1,893	5,099	682,891
1940	610,576	86,038	1,855	5,403	703,872
1941	636,624	95,022	1,654	5,894	739,194
1942	611,897	95,836	1,543	6,104	715,380
1943	586,036	97,717	1,447	6,415	691,615
1944	568,223	99,612	1,321	5,901	675,057
1945	555,461	100,234	1,279	5,745	622,719
1946	585,604	117,217	1,303	6,982	711,106
1947	645,252	140,930	1,294	9,471	796,947
1948	698,384	162,589	1,199	11,086	873,258
1949	771,709	183,598	1,035	13,027	969,369
1950	881,143	202,800	6,428	13,709	1,104,080
1951	958,082	225,271	8,275	13,470	1,205,098
1952	1,024,816	243,591	9,939	13,407	1,291,753
1953	1,117,175	261,923	13,707	13,314	1,406,119
1954	1,187,725	272,241	17,560	12,454	1,489,980
1955	1,292,133	287,942	25,457	12,321	1,617,853

† Totals do not include trailer permits. * Included with passenger vehicles.

NUMBER OF PASSENGER AND COMMERCIAL VEHICLES REGISTERED
BY COUNTIES AND DISTRICTS, 1954 AND 1955

COUNTY OR DISTRICT	Passenger		Commercial		Total Vehicles (Pass. and Comm.)	
	1954	1955	1954	1955	1954	1955
Algoma.....	12,952	11,527	5,254	4,617	18,206	16,144
Brant.....	19,080	20,188	3,673	3,875	22,753	24,063
Bruce.....	11,849	12,231	2,776	2,966	14,625	15,197
Carleton.....	58,348	63,189	9,462	9,646	67,810	72,835
Cochrane.....	11,495	13,338	3,829	4,032	15,324	17,370
Dufferin.....	4,200	4,336	1,094	1,208	5,294	5,544
Dundas.....	4,932	5,314	1,147	1,215	6,079	6,529
Durham.....	7,200	7,348	1,742	1,823	8,942	9,171
Elgin.....	16,127	17,290	3,875	4,185	20,002	21,475
Essex.....	54,709	58,908	11,792	12,371	66,501	71,279
Frontenac.....	15,614	16,798	3,392	3,636	19,006	20,434
Glengarry.....	5,253	6,010	881	947	6,134	6,957
Grenville.....	4,889	5,086	1,118	1,269	6,007	6,355
Grey.....	14,975	15,210	2,996	3,136	17,971	18,346
Haldimand.....	7,482	7,883	2,397	2,624	9,879	10,507
Haliburton.....	1,832	1,935	803	814	2,635	2,749
Halton.....	14,294	16,158	3,441	3,698	17,735	19,856
Hastings.....	19,922	21,015	4,809	5,206	24,731	26,221
Huron.....	13,558	13,994	3,430	3,658	16,988	17,652
Kenora.....	5,413	5,974	2,552	2,663	7,965	8,637
Kent.....	23,660	24,690	6,689	7,017	30,349	31,707
Lambton.....	21,815	23,067	4,498	4,771	26,313	27,838
Lanark.....	9,042	9,445	2,034	2,154	11,076	11,599
Leeds.....	9,675	10,211	2,268	2,391	11,943	12,602
Lenn. and Addington.....	4,970	5,009	1,571	1,633	6,541	6,642
Lincoln.....	26,412	28,753	5,533	5,728	31,945	34,481
Manitoulin.....	1,783	1,866	891	959	2,674	2,825
Middlesex.....	43,717	46,225	8,979	9,586	52,696	55,811
Muskoka.....	5,454	5,852	2,212	2,341	7,666	8,193
Nipissing.....	7,638	8,225	3,519	3,756	11,157	11,981
Norfolk.....	10,994	12,073	3,020	3,106	14,014	15,179
Northumberland.....	7,386	7,647	2,170	2,291	9,556	9,938
Ontario.....	22,504	23,564	4,501	4,855	27,005	28,419
Oxford.....	17,218	17,858	4,812	5,135	22,030	22,993
Parry Sound.....	4,709	4,925	2,300	2,526	7,009	7,451
Peel.....	16,329	17,127	3,850	4,069	20,179	21,196
Perth.....	14,879	14,957	3,224	3,307	18,103	18,264
Peterborough.....	15,867	16,992	3,117	3,472	18,984	20,464
Prescott.....	4,114	4,325	1,416	1,499	5,530	5,824
Prince Edward.....	4,824	5,103	1,388	1,453	6,212	6,561
Rainy River.....	3,595	3,944	1,541	1,623	5,136	5,567
Renfrew.....	15,662	16,908	3,707	3,855	19,369	20,763
Russell.....	3,065	3,192	998	1,084	4,063	4,276
Simcoe.....	26,998	28,965	6,593	6,996	33,591	35,961
Stormont.....	10,389	11,370	1,855	1,906	12,244	13,276
Sudbury.....	20,137	22,234	6,278	6,545	26,415	28,779
Thunder Bay.....	19,053	19,968	6,349	6,613	25,402	26,581
Timiskaming.....	10,578	11,076	4,091	4,140	14,669	15,216
Victoria.....	7,534	7,840	1,808	1,979	9,342	9,819
Waterloo.....	33,934	35,301	6,643	7,320	40,577	42,621
Welland.....	34,701	37,958	7,201	7,897	41,902	45,855
Wellington.....	24,991	28,182	3,794	4,134	28,785	32,316
Wentworth.....	73,391	81,170	12,700	13,388	86,091	94,558
York.....	327,009	370,784	70,150	73,819	397,159	444,603
Non-Residents.....	1,357	1,590	969	1,005	2,326	2,595

**NUMBER OF PASSENGER AND COMMERCIAL VEHICLE REGISTRATIONS
BY CITIES, 1954 AND 1955**

CITY	Passenger		Commercial		Total Vehicles (Pass. and Comm.)	
	1954	1955	1954	1955	1954	1955
Belleville.....	6,245	6,700	1,076	1,153	7,321	7,853
Brantford.....	12,003	12,576	2,093	2,181	14,097	14,757
Chatham.....	6,692	7,016	1,909	1,985	8,601	9,001
Cornwall.....	6,484	6,884	1,111	1,207	7,595	8,091
Fort William.....	7,371	7,753	1,678	1,768	9,049	9,521
Galt.....	5,497	5,960	886	990	6,383	6,950
Guelph.....	7,262	7,885	1,199	1,248	8,461	9,133
Hamilton.....	54,898	58,473	8,554	9,024	63,452	67,497
Kingston.....	10,094	10,599	1,579	1,658	11,673	12,257
Kitchener.....	13,081	14,424	2,398	2,624	15,479	17,048
London.....	29,776	33,020	5,082	5,348	34,858	38,368
Niagara Falls.....	11,442	12,025	2,039	2,237	13,481	14,262
North Bay.....	4,059	4,298	1,333	1,422	5,392	5,720
Oshawa.....	11,565	12,059	2,150	2,331	13,715	14,390
Ottawa.....	44,650	48,736	7,182	7,587	51,832	56,323
Owen Sound.....	4,597	4,886	947	996	5,544	5,882
Peterborough.....	9,902	10,477	1,469	1,526	11,371	12,003
Port Arthur.....	7,204	7,652	1,691	1,819	8,895	9,471
St. Catharines.....	13,207	14,529	2,286	2,475	15,493	17,004
St. Thomas.....	6,069	6,537	944	999	7,013	7,536
Sarnia.....	9,994	10,898	1,763	1,917	11,757	12,815
Sault Ste. Marie.....	7,288	7,427	2,133	2,269	9,421	9,696
Stratford.....	5,204	5,764	946	994	6,150	6,758
Sudbury.....	10,160	10,971	2,412	2,610	12,572	13,581
Toronto.....	289,814	333,285	61,090	63,714	350,904	396,999
Waterloo.....	3,342	3,716	1,068	1,196	4,410	4,912
Welland.....	6,600	6,906	1,209	1,329	7,809	8,235
Windsor.....	32,619	35,218	6,539	7,002	39,158	42,220
Woodstock.....	4,282	4,943	1,014	1,071	5,600	6,014

Report of the Public Vehicles Division

It is the responsibility of the Public Vehicles Division to administer the provisions of the Public Vehicles Act, the Public Commercial Vehicles Act, the Highway Traffic Act and the Motor Vehicle Transport Act (an act respecting extra-provincial motor vehicle transport). These statutes relate to the issuance of licences, collection of fees and maintenance of records of public and public commercial vehicles and the general supervision of their operations on the streets and highways of Ontario.

The greatly increased importance of the bus and truck industry in the economy of Ontario and the nation which has been experienced over the past many years, but particularly since World War II, has added greatly to the duties and activities of the Division.

Increased competition in providing transport services has given emphasis to the need for efficient and safe public motor vehicle transport and to the value of good public relations to ensure the continued, stable growth and success of the industry.

The majority of operators have given growing attention over the years to the selection of drivers and their supervision and training. As a result of this, a desirable co-operation with the Motor Vehicles Branch has been noted — to the benefit of operators as well as the public.

A uniformed inspection staff of ten men operated for the Division during 1955 to carry out inspection and supervisory duties. A total of 637 convictions were registered for infractions of the Public Commercial Vehicles Act, the Public Vehicles Act, the Highway Traffic Act and the regulations made under these acts.

During the five-year period, 1951 to 1955, an increase of 50.9% was recorded in the number of public commercial vehicles.

The following statistics give some indication of the activities of the Division during the past five years:

April 1, 1955 to March 31, 1956

NUMBER OF PUBLIC COMMERCIAL VEHICLE OPERATING LICENCES ISSUED

CLASS OF LICENCE	1951	1952	1953	1954	1955	% CHANGE
A	223	229	229	217	209	— 3.7
B	39	35	38	39	38	— 2.6
C	596	608	598	565	536	— 5.1
D	387	358	471	477	449	— 5.9
E	758	719	724	737	716	— 2.8
F	2,712	2,913	3,300	4,094	4,666	+14.0
FS	318	330	353	361	354	— 1.9
H	152	158	150	150	138	— 8.0
K	69	81	95	97	102	+ 5.1
L	.....	21	25	34	37	+ 8.8
X	.....	.....	.....	.....	147	.....
TOTAL	5,254	5,452	5,983	6,771	7,392	+ 9.2

April 1, 1955 to March 31, 1956
NUMBER OF PUBLIC COMMERCIAL VEHICLES LICENSED

CLASS OF LICENCE	1951	1952	1953	1954	1955	% CHANGE
A	6,084	6,548	7,292	7,725	8,286	+ 7.3
B	71	70	73	76	80	+ 5.3
C	2,092	2,132	2,214	2,306	2,419	+ 4.9
D	1,765	2,172	2,563	2,510	2,426	- 3.3
E	959	997	986	1,008	1,019	+ 1.1
F	3,504	4,242	5,032	5,929	7,103	+19.8
FS	494	515	569	605	644	+ 6.4
H	609	681	724	753	746	- 0.9
K	134	176	220	241	257	+ 6.6
X	*****	*****	*****	*****	736	*****
TOTAL	15,712	17,533	19,673	21,153	23,716	+12.1

April 1, 1955 to March 31, 1956
NUMBER OF PUBLIC VEHICLE OPERATING LICENCES ISSUED

	1951	1952	1953	1954	1955	% CHANGE
Public Vehicle	233	234	232	228	225	-1.3
School Vehicle	1,345	1,345	1,504	1,648	1,788	+8.5
TOTAL	1,578	1,579	1,736	1,876	2,013	+7.3

April 1, 1955 to March 31, 1956
PUBLIC VEHICLES LICENSED

	1951	1952	1953	1954	1955	% CHANGE
Public Vehicle Licences	2,832	2,738	2,558	2,604	2,622	+0.7
School Vehicle Licences	1,651	1,731	1,879	1,986	2,006	+1.0
TOTAL	4,483	4,469	4,437	4,590	4,628	+0.8

Report of the Accident Records and Statistics Division

In the following pages statistics of reported accidents are shown for the year 1955 together with comparable data for previous years.

While slight improvement was observed in the number of pedestrian accidents and pedestrian deaths; and while the report shows a lower death rate than for any previous year, there were increases in total accidents in non-fatal injuries and in the amount of property damage.

The figures clearly emphasize the need for increased efforts by all agencies, official and civic, to bring about a greater acceptance of responsibility by every individual citizen.

Reported accidents (involving personal injury or property damage in excess of \$100.00) totalled 63,219 and resulted in 1,111 deaths, non-fatal injuries to 26,246 persons and a property damage loss to vehicles and other property of \$26,535,035.

Nature of Accidents:

The 63,219 accidents comprised 971 fatal accidents (in which one or more persons were fatally injured), 17,905 personal injury accidents (in which one or more persons were non-fatally injured), and 44,343 mishaps resulting in property damage (in excess of \$100.00) only.

Types of Accidents:

More than 94 percent of the accidents were of four types: collision with other motor vehicle, 64.1%; non-collision accidents, 12.5%; collision with fixed object accidents, 10.2%; and collision with pedestrian accidents, 7.7%.

Types of Fatal Accidents:

More than 94 percent of the fatal accidents during 1955 were of five types: collision with pedestrian, 33.3%; collision with other motor vehicle, 27.7%; non-collision, 17.3%; collision with fixed object, 10.1%; and collision with railroad train, 6.0%.

Number of Persons Fatally Injured:

During 1955 there were 1,111 persons fatally injured in motor vehicle traffic accidents in Ontario. This represented an increase of 6.3 percent from the total of 1,045 deaths for 1954.

For purposes of comparison, the death rates on the bases of mileage (as compiled from taxed gasoline consumption figures), motor vehicle registration, and (estimated) population for the year 1954 and 1955 are shown in the following table:

DEATH RATE	1954	1955
Per 100-million miles travelled.....	8.1	7.6
Per 10,000 motor vehicles registered.....	7.0	6.9
Per 100,000 population.....	20.0	21.4

The death rate per 100-million miles travelled (7.6) during 1955 was lower than for any previous year for which such rate has been available.

Number of Persons Fatally Injured, Detailed by Age and Sex Groups

The number and percentage distribution of persons fatally injured by age and sex class during 1954 and 1955, and the death rates in each corresponding population group, are shown below:

AGE GROUP	1954		1955		DEATH RATE PER 100,000 POPULATION (1955)
	No.	%	No.	%	
0-4.....	54	5.2	54	4.8	8.6
5-14.....	126	12.1	114	10.3	12.7
15-35.....	386	36.9	442	39.8	27.6
36-54.....	202	19.3	224	20.2	18.8
55-64.....	130	12.4	103	9.3	24.2
65 and over.....	147	14.1	174	15.6	39.6
TOTAL.....	1,045	100.0	1,111	100.0	21.4

The increase in the death total during 1955 was confined to three groups: "15-35 years," "36-54 years," and the group "65 years and over." The 114 fatalities in age class "5 to 14 years" represented a decrease of 12 (9.5%) from the total for the previous year. Of the 114 deaths in this school-age group, 73 or 51.7 were pedestrians as compared with 65.9% for 1954. In the

"5-14" age group, 18 deaths resulted from collisions with bicycles, and 4 lost their lives in accidents involving railroad trains as compared with 18 and 4 deaths, respectively, from these types of accidents during the previous year.

The classification of persons killed according to sex showed 814 (73.3%) male and 297 female. On the basis of an estimated male population in Ontario during 1955 of 2,614,800 and a female population of 2,568,200, the death rate per 100,000 population was 31.1 for males and 11.6 for females.

The percentage distribution of the deaths during 1955, by various age groups and six types of accidents are shown in the following table:

TYPE OF ACCIDENT	0-4	5-14	15-35	36-54	55-64	65 AND OVER	TOTAL
Collision with —							
Pedestrian.....	62.9	64.0	7.0	22.3	38.8	57.5	29.5
Other motor vehicle.....	11.1	5.3	35.5	37.5	37.9	28.7	30.8
Non-collision.....	14.8	7.9	26.2	16.1	8.7	2.3	16.4
R.R. train.....	5.6	3.5	8.1	9.8	6.8	4.0	7.1
Fixed object.....	5.6	3.5	17.7	10.7	4.9	5.2	11.1
Bicycle.....		15.8	.7	1.8		1.7	2.5
Other types.....			4.8	1.8	2.9	.6	2.6
TOTAL.....	100.0	100.0	100.0	100.0	100.0	100.0	100.0

From the above table it will be seen that deaths from "collision with pedestrian" accidents were relatively much higher in age classes "0-4," "5-14" and "65 years and over." Persons in the age group "15-35 years" accounted for 39.8 percent of the total (1,111) deaths reported during the year.

Classification of Persons Fatally Injured (See Summary, Section 13):

The classification of persons killed in each of the four years 1952 to 1955 is shown in the following table:

CLASS	1952		1953		1954		1955	
	No.	%	No.	%	No.	%	No.	%
Drivers.....	286	28.2	307	28.4	331	31.7	373	33.6
Passengers.....	348	34.4	395	36.5	329	31.5	352	31.7
Pedestrians.....	316	31.3	320	29.6	339	32.4	334	30.1
Others*.....	5	.5	7	.6	3	.3	3	.3
Bicyclists.....	29	2.9	27	2.5	29	2.8	26	2.3
Motorcycle Drivers.....	22	2.2	18	1.7	10	.9	16	1.4
Motorcycle Passengers.....	4	.4	8	.7	4	.4	7	.6
TOTAL.....	1,010	100.0	1,082	100.0	1,045	100.0	1,111	100.0

* Persons in horse-drawn vehicles or in other vehicles not motor vehicles or bicycles.

In 1955, the number of both drivers and passengers fatally injured exceeded the number of pedestrian deaths.

Number of Persons Non-fatally Injured, by Age Group and Sex (See Summary, Section 1):

The number and percentage distribution of injured persons by age group are shown in the following table:

AGE GROUP	1952		1953		1954		1955	
	No.	%	No.	%	No.	%	No.	%
0-4 years.....	1,211	5.3	1,314	5.6	1,332	5.6	1,471	5.7
5-14 years.....	2,932	12.9	3,173	13.4	3,241	13.5	3,422	13.4
15-35 years.....	11,276	49.5	11,687	49.4	11,878	49.5	12,633	49.4
36-54 years.....	4,819	21.1	4,950	20.9	4,930	20.5	5,233	20.5
55-64 years.....	1,417	6.2	1,414	6.0	1,448	6.0	1,563	6.1
65 years and over.....	1,149	5.0	1,119	4.7	1,173	4.9	1,245	4.9
Not stated.....	830	.....	696	.....	605	.....	679	.....
TOTAL.....	23,634	100.0	24,353	100.0	24,607	100.0	26,246	100.0

As compared with the 6.7 percent increase in the number of persons non-fatally injured, injuries in age group "0-4 years" showed an increase of 10.4 percent; and the total (3,422) injured in age group "5-14 years" was 5.6 percent above the 1954 total.

Of the 26,246 persons non-fatally injured, during the year, 17,090 (65.1%) were male. In 1954, male persons injured made up virtually the same share (65.3%).

Classification of Persons Non-fatally Injured (See Summary, Section 13):

In the following table persons non-fatally injured during the years 1952 to 1955 have been detailed according to class of victim:

CLASS	1952		1953		1954		1955	
	No.	%	No.	%	No.	%	No.	%
Drivers.....	6,719	28.4	7,011	28.8	7,350	29.9	8,236	31.4
Passengers.....	10,486	44.4	10,551	43.3	10,647	43.3	11,449	43.6
Pedestrians.....	4,619	19.5	4,853	19.9	4,850	19.7	4,871	18.6
Others.....	76	.3	117	.5	98	.4	52	.2
Bicyclists.....	1,028	4.4	1,069	4.4	991	4.0	1,007	3.8
Motorcycle Drivers.....	582	2.5	603	2.5	556	2.2	523	2.0
Motorcycle Passengers.....	124	.5	149	.6	115	.5	108	.4
TOTAL.....	23,634	100.0	24,353	100.0	24,607	100.0	26,246	100.0

During the year, 75 percent of the persons non-fatally injured were occupants of motor vehicles, about 20 (18.6) percent were pedestrians and 3.8 percent were bicyclists.

In the years 1952, 1953 and 1954, occupants comprised 72.8%, 72.1% and 73.2% of the total victims.

All Accidents and Fatal Accidents Classified by Month of Occurrence:

MONTH	ALL ACCIDENTS				FATAL ACCIDENTS				Gasoline Consumption†
	1954		1955		1954		1955		
	No.	%	No.	%	No.	%	No.	%	
January	7,248	11.6	4,869	7.7	59	6.6	70	7.2*	5.7
February	5,151	8.2	4,979	7.9	56	6.2	52	5.4	5.6
March	5,234	8.4	4,723	7.5	59	6.6	70	7.2*	6.3
April	3,699	5.9	3,542	5.6	44	4.9	62	6.4	8.5
May	4,458	7.1	4,403	6.9	57	6.4	75	7.7	9.5
June	4,608	7.4	4,653	7.4	84	9.4	78	8.0	9.7
July	4,823	7.7	5,438	8.6	92	10.3	89	9.2	10.4
August	4,826	7.7	5,584	8.8	74	8.2	96	9.9	10.8
September	4,918	7.9	5,644	8.9	90	10.0	104	10.7*	9.6
October	5,374	8.6	6,376	10.1	103	11.5	113	11.6*	8.4
November	5,330	8.5	5,755	9.1	91	10.1	74	7.6	7.9
December	6,844	11.0	7,253	11.5	88	9.8	88	9.1*	7.6
TOTAL	62,509	100.0	63,219	100.0	897	100.0	971	100.0	100.0

†Percentage of total gasoline consumption by motor vehicles in each month of 1955.

*Indicates relatively high percentage of accidents in relation to vehicle mileage (taxable gasoline consumed).

All Accidents and Fatal Accidents Classified by Road Location:

LOCATION	ALL ACCIDENTS				FATAL ACCIDENTS			
	1954		1955		1954		1955	
	No.	%	No.	%	No.	%	No.	%
Street intersection.....	16,583	26.53	16,113	25.49	87	9.7	87	9.0
Between street inter- sections.....	11,967	19.14	11,708	18.52	120	13.4	99	10.2
Rural intersection.....	7,134	11.41	7,871	12.45	88	9.8	101	10.4
Straight road.....	15,618	24.99	15,318	24.23	324	36.1	387	39.9
Private driveway.....	1,641	2.63	2,411	3.81	24	2.7	11	1.1
Curve.....	5,541	8.86	5,735	9.07	121	13.5	142	14.6
Hill.....	2,541	4.06	2,463	3.90	62	6.9	57	5.9
R.R. crossing — Man on duty or gates.....	27	.04	41	.06	4	.4	1	.1
Automatic signal.....	101	.16	92	.15	11	1.2	15	1.5
Unguarded.....	316	.51	376	.59	32	3.6	42	4.3
Bridge.....	1,037	1.66	1,088	1.72	23	2.6	28	2.9
On ferry or dock.....	3	.01	3	.01	1	.1	1	.1
TOTAL.....	62,509	100.00	63,219	100.00	897	100.0	971	100.0

More (44.0%) of the reported accidents occurred at urban street intersections than at any other single location. An additional 24 percent happened on "rural straight road."

It will be observed that more than one-quarter of the fatal accidents at railroad crossings occurred where the crossing was protected by a man on duty or gates or by automatic signal.

Weather, Road and Road Surface Conditions (See Summary, Sections 10 and 15):

Fifty-nine and two-tenths percent of all accidents and 44.6 percent of the fatal accidents during 1955 occurred during "clear" weather. Eleven and two-tenths percent of all accidents and 9.1 percent of the fatal accidents happened when it was raining.

More than half (58.1%) of all accidents and 60.2 percent of the fatal mishaps took place on a dry road surface; 19.1 percent of all accidents and 17.3 percent of the fatal cases occurred on "wet" road surface; and 13.3 percent and 5.9 percent of all accidents and fatal accidents, respectively, happened on icy road surfaces.

About ninety-seven (97.4) percent of all accidents and 97.5 percent of the fatal accidents happened on roads classified as being in "good" condition.

Drivers in All Accidents and Fatal Accidents, Detailed by Age Class (See Summary, Section 4):

AGE GROUP OF DRIVERS	ALL ACCIDENTS				FATAL ACCIDENTS				RATE PER 1,000 LICENSED*
	1954		1955		1954		1955		
	No.	%	No.	%	No.	%	No.	%	
Under 18 years	3,386	3.3	3,766	3.6	34	2.9	36	2.8	101
18-24 "	26,548	25.7	26,304	25.0	290	24.3	345	26.3	93
25-40 "	45,558	44.2	46,705	44.5	532	44.5	559	42.6	58
41-54 "	18,984	18.4	19,488	18.5	201	16.8	241	18.4	40
55-64 "	5,955	5.8	6,124	5.8	89	7.4	80	6.1	37
65 years and over	2,646	2.6	2,707	2.6	49	4.1	50	3.8	35
Not stated	1,210	.....	1,061	.....	6	.....	9	.....	.....
TOTAL	104,287	100.0	106,155	100.0	1,201	100.0	1,320	100.0	60

* Number of drivers in all reported accidents per 1,000 licensed in each age group.

From the above table it will be seen that accident rates for drivers under 18 years of age and those between 18 and 24 years were considerably above the corresponding rates for other age classes.

These rates while based on the estimated number of drivers licensed in each age group, cannot, in the absence of causation data and information relating to driving exposure, completely establish the relative driving ability of the various age classes.

Length of Experience of Drivers Involved in Accidents
(See Summary, Section 4):

EXPERIENCE OF DRIVERS	ALL ACCIDENTS				FATAL ACCIDENTS			
	1954		1955		1954		1955	
	No.	%	No.	%	No.	%	No.	%
Less than 3 months.....	1,262	1.3	1,450	1.5	16	1.6	20	1.9
3-6 months.....	956	.9	1,167	1.1	2	.2	8	.7
6-12 months.....	1,423	1.4	1,634	1.6	13	1.3	15	1.4
1-4 years.....	21,956	22.0	22,288	21.9	170	17.3	208	19.3
5 years and over.....	74,306	74.4	75,235	73.9	785	79.6	826	76.7
Not stated.....	4,384	.....	4,381	.....	215	.....	243	.....
TOTAL.....	104,287	100.0	106,155	100.0	1,201	100.0	1,320	100.0

More than 95 percent of the drivers in all accidents and 96 percent of the drivers in fatal accidents were found to have had driving experience of more than one year. The vast majority in experience group "5 years and over" had had more than ten years' experience behind the wheel.

NUMBER OF ACCIDENTS, DEATHS AND INJURIES IN ONTARIO CITIES
1954 AND 1955

CITY	ACCIDENTS		PERSONS KILLED		PERSONS INJURED	
	1954	1955	1954	1955	1954	1955
Belleville.....	137	123	1	....	44	44
Brantford.....	364	687	5	3	127	252
Chatham.....	252	271	1	1	58	70
Cornwall.....	277	293	2	....	94	85
Fort William.....	414	376	1	2	144	161
Galt.....	79	71	1	2	62	42
Guelph.....	328	336	3	1	81	104
Hamilton.....	3,352	3,609	15	15	1,285	1,570
Kingston.....	689	692	8	1	195	223
Kitchener.....	573	620	2	5	243	274
London.....	1,842	1,357	6	7	458	419
Niagara Falls.....	120	110	....	....	48	50
North Bay.....	222	250	....	3	84	101
Oshawa.....	82	357	3	5	85	151
Ottawa.....	1,950	1,743	17	18	562	449
Owen Sound.....	152	127	2	....	33	28
Peterborough.....	342	229	3	2	90	89
Port Arthur.....	289	206	4	2	115	115
St. Catharines.....	449	484	7	1	153	168
St. Thomas.....	99	121	1	2	48	33
Sarnia.....	563	438	6	4	144	153
Sault Ste. Marie.....	556	542	5	1	145	145
Stratford.....	150	168	1	3	46	59
Sudbury.....	330	346	....	4	103	102
Toronto.....	8,477	8,199	67	67	4,504	4,612
Waterloo.....	117	126	3	1	47	59
Welland.....	128	153	1	....	60	79
Windsor.....	1,852	1,866	11	9	790	848
Woodstock.....	279	269	....	2	92	120
TOTAL.....	24,464	24,169	176	161	9,940	10,605

REPORT OF FINANCIAL RESPONSIBILITY DIVISION 1955

The primary function of this division of the Motor Vehicles Branch consists of the accurate compilation and recording of any and all infractions of the Highway Traffic Act by individual operators of motor vehicles. In addition, a record is maintained of all reported accidents involving the operation of a motor vehicle where property damage or personal injury is sustained. It is a mandatory requirement of the Highway Traffic Act that all Ontario courts furnish the Registrar with a report of each conviction involving the use of a motor vehicle. It is also the duty of all Ontario police authorities to render a report to the Registrar of all motor vehicle accidents involving personal injury or property damage in excess of \$100.00.

Drivers' Records

In the calendar year 1955 over 219,000 convictions for infractions of the Highway Traffic Act and approximately 10,000 convictions under those sections of the Criminal Code having reference to the use of motor vehicles were reported, as against 175,000 and 9,500 for the year 1954, an over-all increase of 25%. While some of this advance was attributed to the increase in motor vehicle registrations and drivers' licences, it was considered that the increase made necessary a more intensive study of drivers' records.

Towards the latter part of the year the "Point System," which came into being in the United States in 1954, was given close examination. Under this driver improvement plan each conviction and accident is charged with the number of points deemed requisite to the seriousness of the offence or accident. When a number of demerits have accumulated the record is submitted for review. The system involves (a) furnishing the driver with an abstract of his driving record together with a questionnaire requesting him to state why his driving privileges should not be suspended; and (b) a further letter, if his explanation is satisfactory, advising him that any addition to his record will result in suspension of his driving privileges for an adequate period in relation to the seriousness of the offences.

If the subject's replies to the questionnaire are not considered satisfactory, or if the form is not returned after a reasonable time, the driver is required to attend in person for an interview. If this request is ignored, a recommendation is made to the Minister for the application of a suspension of driving privileges for a definite or indefinite period, according to the number and seriousness of the offences. Very careful consideration of all factors, such as occupation, annual mileage, etc., is given before a suspension is recommended.

Suspensions and Financial Responsibility

As the suspension of a person's privilege to operate a motor vehicle is in most instances a serious penalty, often involving his livelihood, the legislation authorizing such penalty has been carefully framed. The Highway Traffic Act contains many sections, infractions of which may result in the suspension of driving privileges either mandatorially or at the discretion of the presiding magistrate. The Financial Responsibility of Owners and Drivers legislation was enacted in 1930, when it became evident that the termination of such periods of suspensions should not have the effect of reinstating the suspended person without some guarantee that he would become a responsible operator, financially able to take care of any damage to life or property which might occur.

Briefly, this legislation provides that:

"Section 81 (1) The driver's licence and owner's permit or permits of every person who has been convicted of, or committed for trial, or has forfeited his bail after having been arrested for any one of the following offences or violations of law:

- (a) any offence for which a penalty is provided in this Act, if injury to or death of any person or damage to property occurs in connection therewith;
- (b) any offence under this Act if the penalty imposed includes suspension or revocation of the driver's licence or owner's permit; or
- (c) any offence under section 192, 193, 207, 221, 223 or 281 of the Criminal Code (Canada) as amended or re-enacted from time to time involving the use of a motor vehicle, shall be forthwith suspended by the Registrar, and shall remain so suspended, and shall not at any time thereafter be renewed, nor shall any new driver's licence or owner's permit be thereafter issued to such person, until he has given to the Registrar proof of his financial responsibility."

The usual method of filing proof of financial responsibility is by way of insurance, although provision is made for the deposit of \$11,000.00 in approved securities with the Treasurer of Ontario or the bond of a fidelity or surety company. During the year 1955, a total of 19,970 suspensions were applied for various reasons, while in 1954 suspensions totalled 21,000. The decrease of over 1,000 occurred in financial responsibility suspensions, i.e., suspensions applied by the Department for offences where no definite or mandatory suspension was required. This decrease is encouraging since there has been a continued increase in motor vehicle and driver's licence registrations. It shows that more drivers are realizing the need for public liability and property damage insurance coverage.

To emphasize the importance of such coverage a new section was added to the Financial Responsibility part of the Highway Traffic Act in 1953. This section provided that the driving privileges of any person convicted of an offence for which a penalty was provided in the Highway Traffic Act where personal injury or property damage was involved, should not be suspended if such person was able to satisfy the Registrar of Motor Vehicles that he was covered by public liability and property damage insurance at the time of the offence.

In 1955 this measure relieved 6,412 persons convicted of the above offences of the necessity of filing proof of financial responsibility, and of the hardship and inconvenience attendant on the suspension of their driving privileges while awaiting such proof.

Insurance companies are reluctant to issue public liability and property damage coverage to persons convicted of more serious traffic offences. This is reflected in the statistics for 1955 which show that of 6,666 persons who were required to file proof of financial responsibility following convictions for impaired driving, only 1,940 or 29.1% were able to file proof. There were 1,230 persons suspended following convictions for driving while intoxicated but only 151 or 12.3% were able to obtain insurance. Conversely, of 1,048 persons, convicted under that section of the Highway Traffic Act dealing with rules of the road and who were required to file proof of financial responsibility where the incidents leading to their conviction involved personal injury or property damage, 47.2% were able to provide proof.

An interesting sidelight in connection with the above statistics is the fact that out of 2,384 suspensions applied as the result of cancellation of proof of financial responsibility by the insuring companies, 1,146 or 48.1% were reinstated upon renewal of proof. This suggests that although circumstances might combine to force a temporary lapse of insurance on the part of the insured person, he was sufficiently aware of its value to obtain renewal.

It is interesting and perhaps significant to note that the number of suspensions applied for drunk driving was lower than in any of the past five years. Suspensions for "impaired driving," while showing a steady increase, indicated a levelling-off. There was an increase of 234 over 1954 as compared with more than 500 for 1954 over 1953. The increased severity of the penalties in these cases is undoubtedly proving to be a deterrent.

Amendments to the Criminal Code of Canada which became effective on April 1st, 1955, removed the offence of dangerous driving from the Code. A section was substituted covering criminal negligence in the operation of a motor vehicle which accounted for the reduction in the number of suspensions for reckless or dangerous driving and the increase in those for criminal negligence.

Forfeiture of Motor Vehicles to the Crown

Section 25 (2) of the Highway Traffic Act provides that: "every person whose permit has been suspended or cancelled and who, while prohibited from having a motor vehicle registered in his name, applies for or procures the issue to him or has in his possession a permit issued to him, shall be guilty of an offence and liable to a penalty of not less than \$25.00 and not more than \$100.00 and to imprisonment for a term of not more than thirty days, and in addition the motor vehicle for which the permit was issued shall be forfeited to Her Majesty in right of Ontario."

Section 68 (2) provides that: "where any person is convicted of operating a motor vehicle the permit for which is under suspension or has been cancelled, the motor vehicle shall be forfeited to Her Majesty in right of Ontario."

In the calendar year 1955, a total of 125 motor vehicles were confiscated and forfeited to the Crown as the result of this legislation. The disposition of such vehicles becomes the responsibility of the Financial Responsibility Division and they are sold by tender or public auction. By this means many old and unroadworthy motor vehicles are removed from the highway since the conditions of purchase provide that vehicles in this category must be wrecked, and may be re-sold only for salvage purposes. Thirty-eight defective vehicles were disposed of in this way in 1955. Another 38 were sold as roadworthy and 35 were released to lien-holders after due allowance had been made for towing, storage and other incidental expenses. The remaining 14 were awaiting disposal at the end of the year.

Police Co-operation

Municipal police forces have worked in complete harmony with the Department, particularly in the enforcement of suspensions. Their alertness has brought about the arrest of many drivers who were operating motor vehicles while their licences were suspended. The courts have also helped by increasing the severity of sentences imposed on such offenders. In 1955, there were 707 persons convicted of driving while under suspension as compared with 442 in 1954. Opportunity is taken here to thank the police and magistrates for this evidence of recognition of the seriousness of such offences, and of the need for strong enforcement measures to halt their occurrence.

The Unsatisfied Judgment Fund

The Unsatisfied Judgment Fund legislation was enacted in 1947. The need for a measure of this nature had long been evident. Judgments delivered as the result of motor vehicle accidents too often remained unpaid, or were repaid in such small instalments over so long a period, as to render them valueless to the victims of financially irresponsible drivers. The creation of a fund maintained by a small assessment on all motor vehicle operators in Ontario was the logical answer to this need. It is felt that over the subsequent period of nine years, the Fund has amply justified its existence. Under the present legislation, the Fund is limited in its payments to the maximum sums of \$5000.00 in cases involving personal injury to one person, and \$10,000.00 when two or more persons sustain injury in the same accident. A maximum sum of \$1,000.00 may be paid for property damage. Party and party costs as assessed by the court may also be paid from the Fund after taxation by the local taxing officer. "Hit and run" victims who are injured may apply for an order to a judge of any court of civil jurisdiction in Ontario for permission to bring an action against the Registrar of Motor Vehicles, which, if successful, affords great measure of relief to persons who, prior to this legislation, had no hope of compensation.

From April 1st, 1955 to March 31st, 1956 a total of \$1,791,383.62 was paid out of the Fund in settlement of 595 judgments. Of this total \$1,675,294.59 was paid out in settlement of 561 judgments recovered against owners and operators of motor vehicles who were unable to meet their obligations and pay for the damages for which they were responsible. A balance of \$116,089.03 was paid in settlement of 34 judgments arising out of "hit and run" accidents where the motor vehicles causing damage could not be identified. It is gratifying to note that despite an increase in the number of motor vehicles registered there was a slight decrease in the total amount paid out as compared to the previous year.

Since the Fund was first inaugurated in July 1947, almost \$9,000,000 has been paid out in settlement of 3,250 judgments, including 270 judgments for personal injury to victims of "hit and run" accidents. This total represents actual payments to 5,172 plaintiffs who, but for the existence of the Fund, would not have received any compensation for damage to property and personal injury caused by financially irresponsible operators of motor vehicles.

Out of 595 judgments for which orders for payment from the Fund were made in 1955, it is difficult to single out any particular instances of the beneficial effects of this legislation. However the following brief case histories are interesting and representative:

Eleven happy people were proceeding in two motor vehicles on an early spring night to a hockey game, when suddenly a careless and irresponsible motorist turned from his proper lane and collided with both cars. The laughs and care-free conversation of the eleven visitors to an eagerly anticipated game were changed to cries of pain and anguish. All were injured, three seriously. After judgment had been recovered against the driver of the car causing the accident, all received some relief from the Fund. The limit of \$11,000 was paid on a pro rata basis.

The "hit and run" driver, that conscienceless menace to the safety of the law-abiding public, still continues to present a problem. On a summer evening a young married man, father of two young children was driving on one of the finest highways in the province when his vehicle was forced off the road by an unidentified motor vehicle. Two young men were fatally injured. Judgment was recovered against the Registrar of Motor Vehicles, the usual procedure in

such cases and the widow received \$5,000. This was little enough to continue the support of her two children and herself, but sufficient to mitigate to some extent the loss of a husband and father. The father of the other occupant received \$1,000 for loss of support by his son.

A young New Canadian lived with his parents. The father was partly incapacitated from a heart condition, and the mother worked as a dressmaker to aid the family finances. The young man was apprenticed to a useful trade. In the early hours of the morning in the early fall he was driving on a city street when his car was violently struck by a vehicle driven by a "hit and run" driver. He suffered head injuries which have permanently affected his ability to support his family. Judgment was recovered in a large amount and the limit of \$5,000 from the Fund was paid to this accident victim.

Many similar instances clearly show the benefits of the Unsatisfied Judgment Fund. The assessment of \$1.00 per licenced driver is a small price to pay for the results achieved by this legislation.

In 1955 the Legislature empowered the Lieutenant-Governor in Council to make regulations providing for the restoration of the drivers' licences and owners' permits of persons indebted to the Fund who are making repayment to the Fund in instalments. The following regulations have been made under the authority of this legislation:

1. (1) A person indebted to the Unsatisfied Judgment Fund in an amount of not less than \$500 may make application for the restoration of his driver's licence or owner's permit, or both, where he makes a proposal to make repayment to the Fund in monthly instalments.
- (2) The application shall be in Form 1.
2. The Minister may appoint a committee to consider the applications and proposals.
3. The committee shall not approve a proposal unless
 - (a) it proposes a monthly payment of not less than \$25, and
 - (b) the amount of each proposed monthly payment is not less than 10 per cent of the average monthly income of the applicant, and
 - (c) the amount of the proposed monthly payments are, in the opinion of the committee, reasonable, having regard to the income and worth of the applicant and all other relevant circumstances.
4. The Minister may accept a proposal and restore the licence or permit, or both, as the case may be, where
 - (a) the committee has approved the proposal, and
 - (b) the applicant has given proof of financial responsibility as required by Part XIII of the Act.
5. All instalment payments made under these regulations shall be made by certified cheque or money order payable to the Treasurer of Ontario and received in the office of the Registrar of Motor Vehicles, Parliament Buildings, Toronto, not later than the 5th day of the month.

Under the regulations the Minister appointed a committee of three, one representing the Minister of Highways, one the Attorney-General and one the Provincial Treasurer, to consider the applications and proposals received. The first meeting of the committee was held in January 1956 and up to March 31st, a total of 96 proposals for repayment were approved.

It is expected that this legislation will have the effect of rehabilitating persons who otherwise would have been debarred from resuming their ordinary

occupation because of the former requirement of payment in full of their indebtedness, before their privilege to drive could be reinstated. After a proposal for repayment has been approved by the committee, the debtor must file and maintain proof of financial responsibility for the future before his privilege to drive may be reinstated. Upon default of ten days' duration occurring in the making of any instalment payment, all drivers' licences and owners' permits held by the person in default are immediately suspended and may not be reinstated until a new application has been submitted and approved in the regular manner.

During the year, a total of \$117,258.45 was received in repayments. Some 45 debtors paid off their total indebtedness. Many other judgment debtors had been making regular instalment payments prior to the enactment of the regulations to which reference has been made above. Under this new legislation it is expected that this total and the amount of the payments will be materially increased.

The balance in the Fund as of March 31st, 1956, was \$1,204,411.10 indicating a healthy financial condition which it is expected will be maintained during the ensuing fiscal year. All payments into the Fund by way of fees and repayments are used solely for the purpose of paying unsatisfied judgments. No part of this revenue is diverted to the costs of administration.

In conclusion it is fitting that we should express our appreciation to Mr. E. H. Silk, Q.C., Senior Solicitor, Department of the Attorney General, and his staff, for the co-operation and assistance given by them in connection with the legal work involved in the administration of the Fund.

ONTARIO
UNSATISFIED JUDGMENT FUND
STATEMENT OF PAYMENTS INTO AND OUT OF THE FUND
Period July 1, 1947-March 31, 1956

PAYMENTS IN				PAYMENTS OUT										Balance in Fund	\$
Period	(3) By Fees	(4) By Re- payments	Total	CLASS "A" JUDGMENTS (1)					CLASS "B" JUDGMENTS (2)						
	\$	\$	\$	No.	Amount	Taxed Costs	Interest	Total	No.	Amount	Taxed Costs	Total	Total Paid Out (A + B)		
July 1, 1947 to March 31, 1948				3	2,028.00	850.78	31.39	2,910.17	1	500.00	191.50	691.50	3,601.67		
April 1, 1948 to March 31, 1949	477,850.00	1,178.42	479,028.42	89	161,686.83	38,203.69	1,727.11	201,617.63	15	44,229.16	5,996.42	50,225.58	251,843.21	223,583.54	
April 1, 1949 to March 31, 1950	673,020.00	10,897.87	683,917.87	233	357,146.66	96,556.11	7,525.69	461,228.46	30	68,118.29	11,566.41	79,684.70	540,913.16	366,588.25	
April 1, 1950 to March 31, 1951	738,128.00	22,025.12	760,153.12	262	469,313.43	121,070.39	10,428.52	600,812.34	43	109,776.08	22,623.57	132,399.65	733,211.99	393,529.38	
April 1, 1951 to March 31, 1952	757,160.00	32,909.77	790,069.77	346	672,523.22	163,217.86	17,539.02	853,280.10	34	110,050.85	19,243.38	129,294.23	982,574.33	201,024.82	
April 1, 1952 to March 31, 1953	1,523,109.50 Treas. Loan	44,618.12	1,567,727.62	402	872,822.29	224,444.24	22,666.55	1,119,933.08	34	77,532.91 Repayment of Treasury Loan	16,557.10	94,090.01	1,214,023.09	554,729.35	
April 1, 1953 to March 31, 1954	1,731,607.00	71,198.19	1,802,805.19	485	1,158,382.37	315,218.70	29,077.02	1,502,678.09	35	89,586.43	18,759.20	108,345.63	1,611,023.72	746,510.82	
April 1, 1954 to March 31, 1955	1,854,739.50	118,204.38	1,972,943.88	599	1,292,739.62	342,851.40	16,202.47	1,651,793.49	44	129,956.16	26,564.78	156,520.94	1,808,314.43	911,140.27	
April 1, 1955 to March 31, 1956	1,967,426.00	117,258.45	2,084,684.45	561	1,347,428.66	321,325.97	6,539.97	1,675,294.59	34	98,369.90	17,719.13	116,089.03	1,791,383.62	1,204,441.10	
TOTAL.....	9,723,040.00	418,290.32	10,141,330.32	2,980	6,334,071.08	1,623,739.14	111,737.73	8,069,547.95	270	728,119.78	139,221.49	867,341.27	8,936,889.22		

(1) Class "A" judgment is one recovered against a known owner and/or driver which was uncollectable and may include damage for both personal injury and property damage.

(2) Class "B" judgment is one recovered against the Registrar of Motor Vehicles for personal injuries received in so called "Hit and Run" accidents, where the motor vehicle causing the accident was not identified.

(3) A fee collected annually from each person issued an operator's or chauffeur's licence.

(4) Money collected from judgment debtors in repayment of judgments paid out of the Fund.

**TABLE SHOWING CONVICTIONS AND COMMITTALS FOR TRIAL
REPORTED BY COURTS PURSUANT TO THE HIGHWAY TRAFFIC ACT**

Calendar Years 1954 and 1955

SECTION OF ACT	OFFENCE	NUMBER OF CONVICTIONS	
		1954	1955
	Highway Traffic Act		
3	Fail to register a motor vehicle.....	248	263
4	False statement on application for permit.....	1,041	1,603
5	Fail to have number plates.....	3,569	3,492
6	Fail to notify Department of change of ownership.....	570	887
7	Improper use of number plates.....	331	517
10	Improper lights.....	9,007	11,021
12	Defective brakes.....	2,026	3,163
13	Faulty equipment (mirror, windshield, etc.).....	677	904
14 & 15	Improper ties, clamps, etc.....	10	16
17	Unnecessary noise.....	2,096	3,433
19	Excessive width and length of vehicle.....	280	458
21	Fail to have chauffeur's licence.....	171	233
23	Fail to produce chauffeur's licence.....	35	98
25	Procure licence or permit illegally.....	143	193
26 & 27	No garage licence or improper use of garage licence.....	17	16
28	Speeding.....	86,063	103,891
29	Careless driving.....	8,728	10,273
30	Racing.....	54	37
32	Unnecessary slow driving.....	22	13
33	Defacing or removing signs.....	4	6
34	Overweight re tires.....	127	91
36	Load in excess of permit issued.....	4,255	6,799
38	Overhanging load.....	167	241
40	No name of owner on commercial vehicle.....	2,048	2,560
41	Improper turning, passing, signalling, etc.....	42,639	56,101
42	Crossing traffic lanes improperly.....	164	188
43	Park on highway.....	840	872
45 & 46	Passing street cars or horses improperly.....	154	150
47	Depositing glass, scrap, etc., on highway.....	32	57
48	Failing to stop at accident and give name.....	960	812
52	Operate motor vehicle under age 15.....	64	68
55	Drunk in charge of conveyance.....	2	.....
68	Drive while permit or licence suspended.....	544	524
75	Fail to have operator's licence.....	4,805	5,801
76	Fail to produce operator's licence.....	1,890	2,673
110	Fail to report accident.....	514	488
	Disobey regulations under the Act.....	621	780
	Other offences.....	207	477
	TOTAL.....	175,125	219,199
	Criminal Code (Canada)		
207	Motor manslaughter.....	13	7
221(1)	Criminal negligence.....	.....	141
221(2)	Leaving scene of an accident.....	465	392
281	Taking vehicle without consent of owner.....	361	227
222	Drunk driving.....	1,274	1,360
223	Driving while ability impaired.....	6,209	6,910
285(6)	Reckless or dangerous driving*.....	541	133
225	Drive whilst disqualified.....	442	707
280	Theft of motor vehicle.....	218	296
	TOTAL.....	9,523	10,173
	GRAND TOTAL.....	184,648	229,372

* Repealed on April 1st, 1955.

TABLE SHOWING NUMBER OF SUSPENSIONS APPLIED BY YEARS
REQUIRING THE FILING OF PROOF OF FINANCIAL RESPONSIBILITY

OFFENCE	1951	1952	1953	1954	1955
Speeding.....	47	45	41	40	37
No driver's licence.....	936	787	670	635	648
Improper lights.....	49	54	36	24	22
Defective brakes.....	250	263	233	202	160
Improper turning, signalling, etc.....	1,535	1,682	1,309	911	1,048
Failing to report an accident.....	285	276	287	260	215
Careless driving.....	5,539	5,079	4,282	3,497	3,743
Reckless or dangerous driving (3).....	628	544	575	593	153
Leaving scene of accident.....	875	997	976	990	905
Drunk driving.....	1,954	1,312	1,492	1,441	1,230
Driving while ability impaired (1).....	736	4,582	5,855	6,432	6,666
Theft of motor vehicles.....	548	537	499	502	397
Motor manslaughter.....	15	10	19	10	10
Criminal negligence (3).....	1	2	3	2	141
Other offences.....	391	410	76	52	79
Failure to satisfy a judgment.....	621	982	1,149	1,554	1,594
Cancellation of proof of F.R. (2).....	2,005	2,273	2,421	3,086	2,384
TOTAL	16,415	19,835	19,923	20,231	19,432

(1) This offence added to Criminal Code (Sec. 285 S.S.4A) July, 1951.

(2) Proof of financial responsibility filed but cancelled before 2 year period expired.

(3) Offence of dangerous driving removed from Criminal Code April 1st, 1955. This accounts for decrease in suspensions for reckless driving and increase in suspensions for criminal negligence.

TABLE SHOWING BY OFFENCES FINANCIAL RESPONSIBILITY
SUSPENSIONS RESCINDED IN CALENDAR YEAR 1955

OFFENCE	A F.R. FILED	B EXPIRED	C CAN- CELLED	TOTAL
Speeding.....	25	42	1	68
No driver's licence.....	153	470	16	639
Improper lights.....	15	7	.....	22
Defective brakes.....	103	108	5	216
Improper turning, passing, signalling, stopping, etc. Sec. 41 H.T.A.....	598	321	86	1,005
Failure to report an accident.....	110	124	14	248
Careless driving.....	1,876	2,074	136	4,086
Reckless or dangerous driving.....	147	836	5	988
Leaving the scene of an accident.....	402	435	17	854
Impaired driving.....	2,832	1,085	12	3,929
Drunk driving.....	431	1,060	6	1,497
Theft of motor vehicles.....	35	409	6	450
Criminal negligence.....	15	11	5	31
Motor manslaughter.....	.....	5	.....	5
Other offences.....	42	208	2	252
Failure to satisfy a judgment.....	275	94	116	485
Cancellation of proof of financial responsibility.....	958	1,609	16	2,583
TOTAL	8,017	8,898	443	17,358

A. Included herein are suspensions applied prior to 1955.

B. Suspensions had been in effect for at least two years.

C. Suspension revoked for various reasons, i.e., convictions quashed upon appeal, inaccurately reported, etc.

TABLE 4—SHOWING SUSPENSIONS OF DRIVERS' LICENCES APPLIED BY COURTS AND DEPARTMENT FOR DEFINITE PERIODS

PERIOD	NUMBER				
	1951	1952	1953	1954	1955
Up to three months.....	2,158	1,675	2,026	2,080	3,929
Three months to six months.....	1,229	786	921	1,135	2,408
Six months to one year.....	268	244	237	296	796
One year to two years.....	72	66	74	84	144
Two years to three years.....	44	57	53	58	104
Indefinite.....	595	794	1,336	880	586
TOTAL.....	4,366	3,622	4,647	4,533	7,967

NOTE: Most of the suspensions will, in addition to the periods indicated, be effective until proof of financial responsibility is filed.

TABLE SHOWING BY OFFENCES PERCENTAGE OF FINANCIAL RESPONSIBILITY SUSPENSIONS APPLIED IN CALENDAR YEAR 1955 THAT WERE REINSTATED IN SAME YEAR BECAUSE PROOF OF FINANCIAL RESPONSIBILITY WAS FILED

OFFENCE	APPLIED	RE-INSTATED	PER-CENTAGE
Speeding.....	37	14	37.8
No driver's licence.....	648	109	16.2
Improper lights.....	22	11	50.0
Defective brakes.....	160	67	41.9
Improper turning, passing, signalling, stopping, etc. Sec. 41 H.T.A.....	1,048	495	47.2
Failure to report accident.....	215	77	35.8
Careless driving.....	3,743	1,299	34.7
Reckless or dangerous driving.....	153	43	28.1
Leaving scene of accident.....	905	245	27.1
Drunk driving.....	1,230	151	12.3
Theft of motor vehicle.....	397	14	3.5
Impaired driving.....	6,666	1,940	29.1
Criminal negligence.....	141	15	10.6
Motor manslaughter.....	10	.....	0.0
Other offences.....	79	26	32.9
Failure to satisfy a judgment.....	1,594	144	9.0
Cancellation of proof of financial responsibility.....	2,384	1,146	48.1
TOTAL.....	19,432	5,796	29.8

TABLE SHOWING TYPE OF FINANCIAL RESPONSIBILITY FILED IN CALENDAR YEAR 1955

TYPE	NUMBER
Vehicle policy insurance certificate.....	6,866
Driver's insurance certificate.....	1,124
Fleet insurance certificate.....	19
P.C.V. or P.V. insurance certificate.....	7
Surety bonds.....	1
Money or securities.....	.....
TOTAL.....	8,017

TABLE SHOWING BY TYPES NUMBER OF SUSPENSIONS
APPLIED IN CALENDAR YEAR 1955

TYPE OF SUSPENSION	NUMBER
By courts as penalty upon conviction for certain offences.....	2,932
SECTION 25 H.T.A.	
By Minister because of physical or mental disability, court recommendations, multiple accidents and convictions, etc.....	756
SECTION 54 H.T.A.	
Automatic suspensions for driving while intoxicated.....	937
SECTION 54A H.T.A.	
Automatic suspensions for driving while ability impaired.....	3,342
SECTION 81(1) H.T.A.	
Effective only until proof of financial responsibility filed.....	10,409
NOTE: Other types of suspensions may also require filing of F.R. as requisite to reinstatement.	
SECTION 82(1) H.T.A.	
Failure to pay judgments.....	1,594
TOTAL.....	19,970

TABLE SHOWING BY TYPE OF SUSPENSION AND BY YEARS
NUMBER OF SUSPENSIONS APPLIED

YEAR	A SUSPENSIONS FOR FAILURE TO PAY JUDGMENT	B SUSPENSIONS APPLIED BY COURTS	C SUSPENSIONS APPLIED BY DEPARTMENT	D FINANCIAL RESPO- NSI- BILITY SUSPENSIONS	E TOTAL SUSPENSIONS
1951.....	621	2,256	2,110	16,415	17,016
1952.....	982	1,795	1,827	19,835	20,662
1953.....	1,149	1,991	2,656	19,923	21,253
1954.....	1,554	2,168	2,365	20,231	21,056
1955.....	1,594	2,932	5,035	19,432	19,970

NOTE: Column "D" includes all suspensions shown in columns A and B, and some in column C, as in addition to period of suspension applied, proof of financial responsibility required in these cases as a requisite to the reinstatement of driving privileges.

TABLE SHOWING NUMBER OF CASES FOR WHICH PROOF OF INSURANCE
COULD BE FURNISHED PURSUANT TO SECTION 81A OF THE H.T.A.

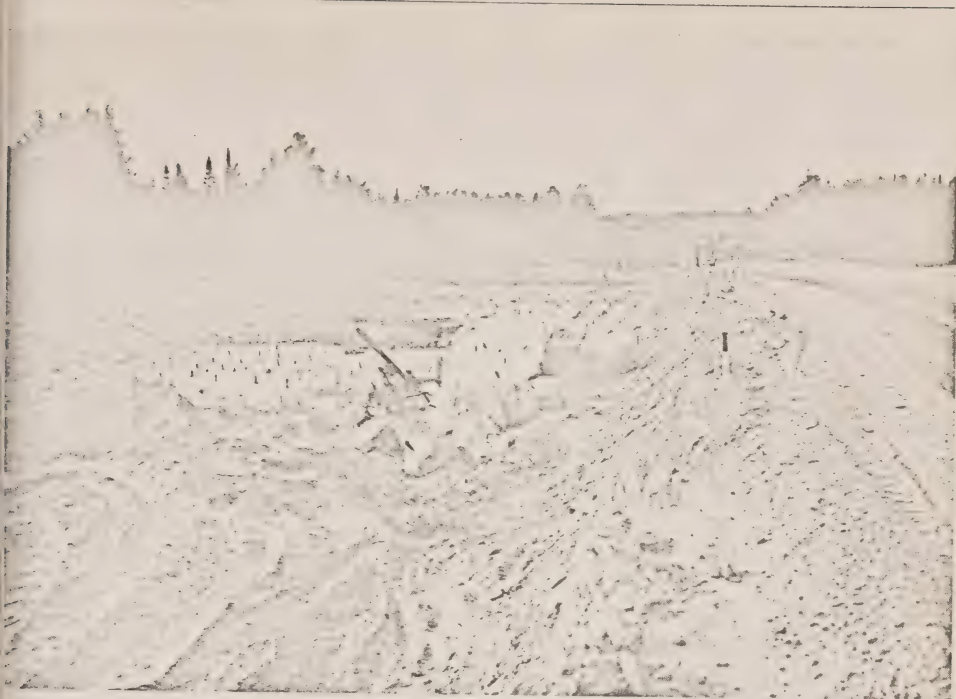
MONTH	TOTAL	NOT INSURED	INSURED	PER- CENTAGE
January.....	972	335	637	65.5
February.....	1,102	677	425	38.6
March.....	913	347	566	62.0
April.....	660	242	418	63.3
May.....	647	208	439	67.9
June.....	819	302	517	63.1
July.....	828	352	476	57.5
August.....	689	280	409	59.4
September.....	895	485	410	45.8
October.....	1,108	238	870	78.5
November.....	1,340	593	747	55.7
December.....	891	393	498	55.9
TOTAL.....	10,864	4,452	6,412	59.0

TABLE SHOWING REPEATER SUSPENSIONS

1st.....	16,588
2nd.....	2,552
3rd.....	600
4th.....	156
5 or more.....	74
TOTAL.....	19,970

ABSTRACTS

ASSIGNED RISK PLAN — (fee 50c.).....	9,849
INSURANCE — (fee \$1.00).....	9,170
POLICE — (No fee).....	4,468



Heavy grading operations on Highway No. 11 in North Bay District.



Fresh zone striping and guide rails, Highway No. 9, east of Mono Mills, Owen Sound District.



Grading and paving, seven miles east of Steel river, Highway No. 17, Trans-Canada,
Fort William District.



Grading and paving at Little Pic river, Highway No. 17, Trans-Canada, Fort William District.

SUMMARY OF MOTOR VEHICLE TRAFFIC ACCIDENT STATISTICS

Ontario

TYPE OF ACCIDENT		NUMBER OF ACCIDENTS										NUMBER OF PERSONS KILLED										NUMBER OF PERSONS INJURED										Weather Conditions			NUMBER OF ACCIDENTS		
		Total	Fatal	Personal Injury	Property Damage	Other	Uninsured	Other	Other	Other	Other	Total	Fatal	Personal Injury	Property Damage	Other	Uninsured	Other	Other	Other	Other	Total	Fatal	Personal Injury	Property Damage	Other	Uninsured	Other	Other	Other	Other	Other	Other				
1. Collision with pedestrian		4,662	393	4,559		332	328	34	73	51	50	40	100	230	98	4,752	4,774	477	1,720	6,466	627	320	1,148	98	3,000	1,776											
2. Collision with other motor vehicle		40,530	2,649	40,559	2,866	325	342	3	4	157	84	39	50	108	108	41,450	41,258	420	7,464	66,617	3,215	920	605	431	7,663	5,689											
3. Collision with horse-drawn vehicle		54	2	13	39	1	2									12	39	1	2	7	121	54	12	7	13	162	66										
4. Collision with R.V. trailer		509	58	137	314	68	79	3	4	36	22	7	1	67	12	245	228	11	4	124	50	14	9	8	141	72											
5. Collision with street car		1,694	4	1,551	341	5	1									281	213		4	124	50	14	9	8	141	72											
6. Collision with other vehicle		6,044	3	185	5,858	171	1									68	68		4	124	50	14	9	8	141	72											
7. Collision with fixed object		1,010	28	978	4	30	2									23	5	9	32	217	277	45	5	3	198	789											
8. Collision with bicycle		519	18	429	72	9	18									55	506	2	3	658	153	53	108	60	55	198	431										
9. Collision with motorcycle		7,902	168	2,309	5,825	209	122	8	9	116	36	9	4	138	44	359	359	108	198	2,414	630	134	4	85	50	2,648	131										
10. Other		639	1	47	591	1	1									1	63		198	7	33	16	4	2	41	22											
TOTALS		63,219	971	17,905	44,341	1,045	1,111	54	114	442	224	103	174	-	814	297	46,602	46,246	1,471	3,422	12,633	5,233	1,563	1,245	679	17,090	9,156										

TYPE OF ACCIDENT	NUMBER OF ACCIDENTS										NUMBER OF PERSONS KILLED										NUMBER OF PERSONS INJURED										Weather Conditions			NUMBER OF ACCIDENTS		
	Total	Fatal	Personal Injury	Property Damage	Other	Uninsured	Other	Other	Other	Other	Total	Fatal	Personal Injury	Property Damage	Other	Uninsured	Other	Other	Other	Other	Total	Fatal	Personal Injury	Property Damage	Other	Uninsured	Other	Other	Other	Other	Other	Other				
1. Collision with pedestrian	3,054	70	950	2,036																																
2. Collision with other motor vehicle	1,966	36	1,471	1,383																																
3. Collision with horse-drawn vehicle	1,280	25	370	825																																
4. Collision with R.V. trailer	806	22	230	865																																
5. Collision with street car	1,428	2	1,225	401																																
6. Collision with other vehicle	848	14	125	329																																
7. Collision with fixed object	464	23	234	591																																
8. Collision with bicycle	2,215	18	477	1,720																																
9. Collision with motorcycle	2,620	14	615	1,991																																
10. Other	2,013	20	468	1,525																																
TOTALS	22,729	227	6,994	17,078																																

TYPE OF ACCIDENT	NUMBER OF ACCIDENTS										NUMBER OF PERSONS KILLED										NUMBER OF PERSONS INJURED										Weather Conditions			NUMBER OF ACCIDENTS		
	Total	Fatal	Personal Injury	Property Damage	Other	Uninsured	Other	Other	Other	Other	Total	Fatal	Personal Injury	Property Damage	Other	Uninsured	Other	Other	Other	Other	Total	Fatal	Personal Injury	Property Damage	Other	Uninsured	Other	Other	Other	Other	Other	Other				
1. Collision with pedestrian	3,054	70	950	2,036																																
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TYPE OF ACCIDENT	NUMBER OF ACCIDENTS										NUMBER OF PERSONS KILLED										NUMBER OF PERSONS INJURED										Weather Conditions			NUMBER OF ACCIDENTS		
	Total	Fatal	Personal Injury	Property Damage	Other	Uninsured	Other	Other	Other	Other	Total	Fatal	Personal Injury	Property Damage	Other	Uninsured	Other	Other	Other	Other	Total	Fatal	Personal Injury	Property Damage	Other	Uninsured	Other	Other	Other	Other	Other	Other				
1. Collision with pedestrian	3,054	70	950	2,036																																
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TYPE OF ACCIDENT	NUMBER OF ACCIDENTS										NUMBER OF PERSONS KILLED										NUMBER OF PERSONS INJURED										Weather Conditions			NUMBER OF ACCIDENTS		
	Total	Fatal	Personal Injury	Property Damage	Other	Uninsured	Other	Other	Other	Other	Total	Fatal	Personal Injury	Property Damage	Other	Uninsured	Other	Other	Other	Other	Total	Fatal	Personal Injury	Property Damage	Other	Uninsured	Other	Other	Other	Other	Other	Other				
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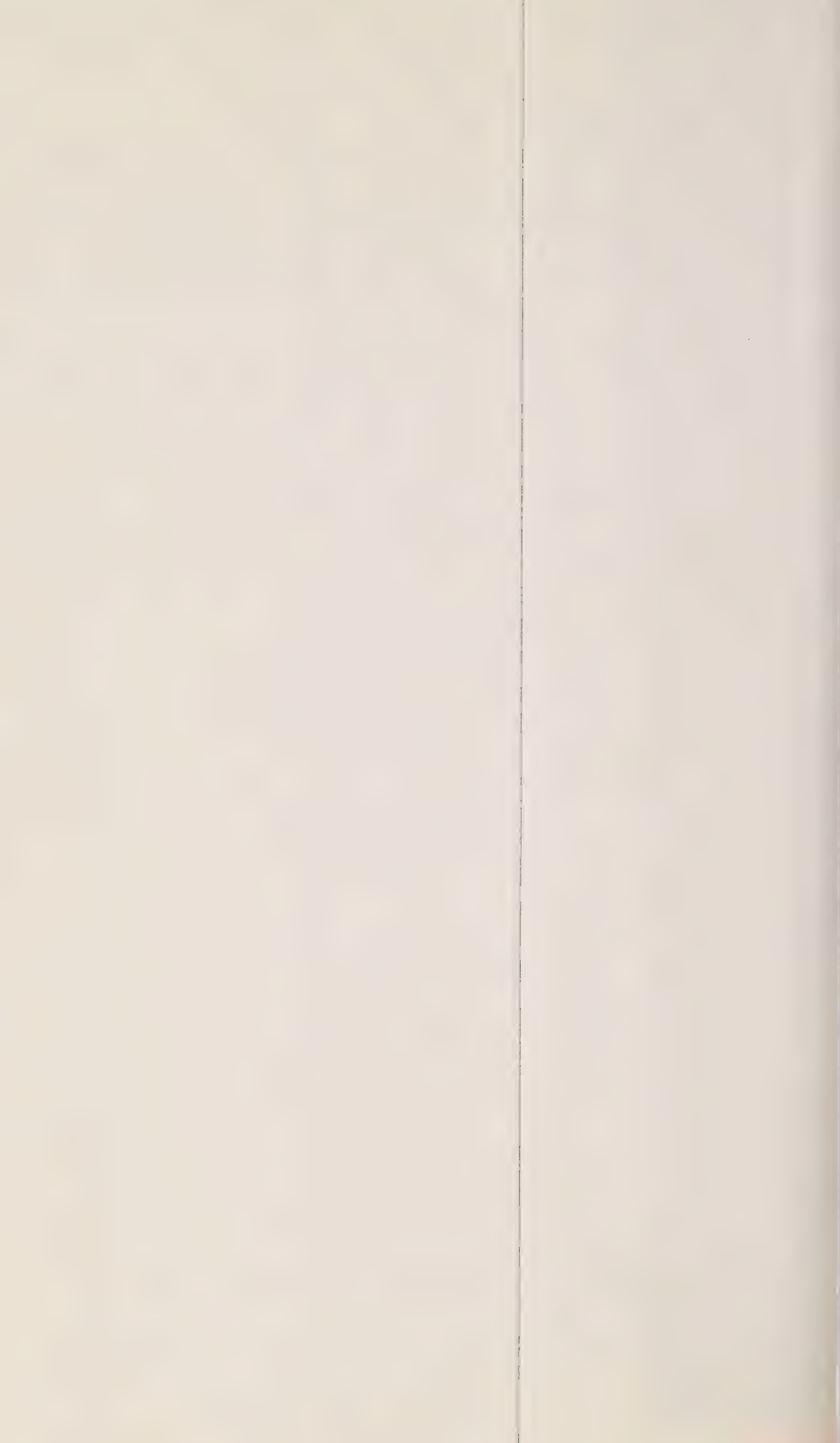
TYPE OF ACCIDENT	NUMBER OF ACCIDENTS										NUMBER OF PERSONS KILLED										NUMBER OF PERSONS INJURED										Weather Conditions			NUMBER OF ACCIDENTS		
	Total	Fatal	Personal Injury	Property Damage	Other	Uninsured	Other	Other	Other	Other	Total	Fatal	Personal Injury	Property Damage	Other	Uninsured	Other	Other	Other	Other	Total	Fatal	Personal Injury	Property Damage	Other	Uninsured	Other	Other	Other	Other	Other	Other				
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ARY OF MOTOR VEHICLE TRAFFIC ACCIDENT STATISTICS Ontario DURING Year, 1955.

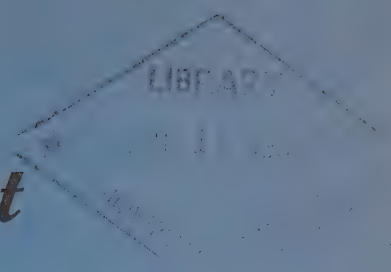
NUMBER OF PERSONS INJURED										10. Weather Conditions				11. Light Conditions				12. THE PEDESTRIAN				13. CLASSIFICATION OF VICTIMS				14. NATURE OF INJURIES				15. THE ROAD			
Age	Sex	Total	Male	Female	Persons injured by motor vehicle	Total	Male	Female	Persons injured by motor vehicle	Total	Male	Female	Persons injured by motor vehicle	Total	Male	Female	Persons injured by motor vehicle	Total	Male	Female	Persons injured by motor vehicle	Total	Male	Female	Persons injured by motor vehicle	Total	Male	Female	Persons injured by motor vehicle				
100	230	98	4752	1778	877	1720	686	627	320	448	98	3000	1776	1	Fractured skull	482	464	1	Fractured skull	482	464	1	Fractured skull	482	464	1	Fractured skull	482	464				
50	234	104	11850	21952	420	744	6617	3215	920	605	451	7665	5289	2	Fractured spine	139	306	2	Fractured spine	139	306	2	Fractured spine	139	306	2	Fractured spine	139	306				
1	1	1	1	1	1	2	8	5	2	2	1	17	2	Other fractures	67	3815	1	Other fractures	67	3815	1	Other fractures	67	3815	1	Other fractures	67	3815					
7	67	12	255	228	11	7	121	54	14	9	13	162	66	Contusion of head	44	816	7	Contusion of head	44	816	7	Contusion of head	44	816	7	Contusion of head	44	816					
9	91	32	2170	2787	4	3	184	52	103	60	59	1998	749	Seven general shock with bruises and cuts	23	17105	9	Seven general shock with bruises and cuts	23	17105	9	Seven general shock with bruises and cuts	23	17105	9	Seven general shock with bruises and cuts	23	17105					
3	31	32	2170	2787	4	3	184	52	103	60	59	1998	749	Slight shock and daze up	62	189	3	Slight shock and daze up	62	189	3	Slight shock and daze up	62	189	3	Slight shock and daze up	62	189					
4	14	44	3599	3015	3	538	450	37	32	15	10	104	131	Internal injuries	38	2565	4	Internal injuries	38	2565	4	Internal injuries	38	2565	4	Internal injuries	38	2565					
5	138	44	3599	3599	108	198	2114	610	134	85	50	2648	971	Other injuries (sprains, dislocations, abrasions, etc.)	20	508	5	Other injuries (sprains, dislocations, abrasions, etc.)	20	508	5	Other injuries (sprains, dislocations, abrasions, etc.)	20	508	5	Other injuries (sprains, dislocations, abrasions, etc.)	20	508					
174	814	297	24607	6224	1471	3422	12633	5233	1563	1245	679	17090	9156	Cuts by glass (only)	9	6	174	Cuts by glass (only)	9	6	174	Cuts by glass (only)	9	6	174	Cuts by glass (only)	9	6					
RESIDENCE OF DRIVER										11. Light Conditions				12. THE PEDESTRIAN				13. CLASSIFICATION OF VICTIMS				14. NATURE OF INJURIES				15. THE ROAD							
NUMBER OF DRIVERS										NUMBER OF VEHICLES				NUMBER OF ACCIDENTS				NUMBER OF ACCIDENTS				NUMBER OF ACCIDENTS											
Total	Male	Female	Persons injured by motor vehicle	Total	Male	Female	Persons injured by motor vehicle	Total	Male	Female	Persons injured by motor vehicle	Total	Male	Female	Persons injured by motor vehicle	Total	Male	Female	Persons injured by motor vehicle	Total	Male	Female	Persons injured by motor vehicle	Total	Male	Female	Persons injured by motor vehicle	Total	Male	Female	Persons injured by motor vehicle		
101995	1218	25522	52595	2	298	4631	15719	87611	993	21651	64967	2	32	1	27	30	170	170	1	Fractured skull	482	464	1	Fractured skull	482	464	1	Fractured skull	482	464			
940	25	195	720	2	298	4631	15719	20685	2	298	4631	15719	2	32	1	27	30	170	2	Fractured spine	139	306	2	Fractured spine	139	306	2	Fractured spine	139	306			
618	16	146	737	2	298	4631	15719	12627	2	298	4631	15719	2	32	1	27	30	170	2	Other fractures	67	3815	2	Other fractures	67	3815	2	Other fractures	67	3815			
1072	26	309	737	2	298	4631	15719	766	19	219	58	2	32	1	27	30	170	2	Contusion of head	44	816	2	Contusion of head	44	816	2	Contusion of head	44	816				
166	6	49	110	2	298	4631	15719	766	19	219	58	2	32	1	27	30	170	2	Seven general shock with bruises and cuts	23	17105	2	Seven general shock with bruises and cuts	23	17105	2	Seven general shock with bruises and cuts	23	17105				
705	14	202	489	2	298	4631	15719	766	19	219	58	2	32	1	27	30	170	2	Slight shock and daze up	62	189	2	Slight shock and daze up	62	189	2	Slight shock and daze up	62	189				
91	1	26	64	2	298	4631	15719	766	19	219	58	2	32	1	27	30	170	2	Internal injuries	38	2565	2	Internal injuries	38	2565	2	Internal injuries	38	2565				
35	1	10	24	2	298	4631	15719	766	19	219	58	2	32	1	27	30	170	2	Other injuries (sprains, dislocations, abrasions, etc.)	20	508	2	Other injuries (sprains, dislocations, abrasions, etc.)	20	508	2	Other injuries (sprains, dislocations, abrasions, etc.)	20	508				
91	1	21	67	2	298	4631	15719	766	19	219	58	2	32	1	27	30	170	2	Cuts by glass (only)	9	6	2	Cuts by glass (only)	9	6	2	Cuts by glass (only)	9	6				
423	9	106	308	2	298	4631	15719	766	19	219	58	2	32	1	27	30	170	2	Fractured skull	482	464	2	Fractured skull	482	464	2	Fractured skull	482	464				
20	1	7	12	2	298	4631	15719	766	19	219	58	2	32	1	27	30	170	2	Fractured spine	139	306	2	Fractured spine	139	306	2	Fractured spine	139	306				
106155	1218	25522	52595	2	298	4631	15719	87611	993	21651	64967	2	32	1	27	30	170	2	Other fractures	67	3815	2	Other fractures	67	3815	2	Other fractures	67	3815				
ACTION OF DRIVER										12. THE PEDESTRIAN				13. CLASSIFICATION OF VICTIMS				14. NATURE OF INJURIES				15. THE ROAD											
NUMBER OF DRIVERS										NUMBER OF VEHICLES				NUMBER OF ACCIDENTS				NUMBER OF ACCIDENTS				NUMBER OF ACCIDENTS											
Total	Male	Female	Persons injured by motor vehicle	Total	Male	Female	Persons injured by motor vehicle	Total	Male	Female	Persons injured by motor vehicle	Total	Male	Female	Persons injured by motor vehicle	Total	Male	Female	Persons injured by motor vehicle	Total	Male	Female	Persons injured by motor vehicle	Total	Male	Female	Persons injured by motor vehicle	Total	Male	Female	Persons injured by motor vehicle		
6660	165	2019	4476	2	298	4631	15719	376	4	114	25	2	32	1	27	30	170	170	1	Fractured skull	482	464	1	Fractured skull	482	464	1	Fractured skull	482	464			
2850	90	833	1927	2	298	4631	15719	376	4	114	25	2	32	1	27	30	170	2	Fractured spine	139	306	2	Fractured spine	139	306	2	Fractured spine	139	306				
8560	69	156	2959	2	298	4631	15719	376	4	114	25	2	32	1	27	30	170	2	Other fractures	67	3815	2	Other fractures	67	3815	2	Other fractures	67	3815				
343	5	58	285	2	298	4631	15719	376	4	114	25	2	32	1	27	30	170	2	Contusion of head	44	816	2	Contusion of head	44	816	2	Contusion of head	44	816				
23	2	16	7	2	298	4631	15719	376	4	114	25	2	32	1	27	30	170	2	Seven general shock with bruises and cuts	23	17105	2	Seven general shock with bruises and cuts	23	17105	2	Seven general shock with bruises and cuts	23	17105				
158	2	43	113	2	298	4631	15719	376	4	114	25	2	32	1	27	30	170	2	Slight shock and daze up	62	189	2	Slight shock and daze up	62	189	2	Slight shock and daze up	62	189				
147	1	25	121	2	298	4631	15719	376	4	114	25	2	32	1	27	30	170	2	Internal injuries	38	2565	2	Internal injuries	38	2565	2	Internal injuries	38	2565				
812	3	104	705	2	298	4631	15719	376	4	114	25	2	32	1	27	30	170	2	Other injuries (sprains, dislocations, abrasions, etc.)	20	508	2	Other injuries (sprains, dislocations, abrasions, etc.)	20	508	2	Other injuries (sprains, dislocations, abrasions, etc.)	20	508				
18	1	17	169	2	298	4631	15719	376	4	114	25	2	32	1	27	30	170	2	Cuts by glass (only)	9	6	2	Cuts by glass (only)	9	6	2	Cuts by glass (only)	9	6				
3821	93	1112	2616	2	298	4631	15719	376	4	114	25	2	32	1	27	30	170	2	Fractured skull	482	464	2	Fractured skull	482	464	2	Fractured skull	482	464				
19592	426	5793	13373	2	298	4631	15719	376	4	114	25	2	32	1	27	30	170	2	Fractured spine	139	306	2	Fractured spine	139	306	2	Fractured spine	139	306				
DIRECTION OF TRAVEL										12. THE PEDESTRIAN				13. CLASSIFICATION OF VICTIMS				14. NATURE OF INJURIES				15. THE ROAD											
NUMBER OF DRIVERS										NUMBER OF VEHICLES				NUMBER OF ACCIDENTS				NUMBER OF ACCIDENTS				NUMBER OF ACCIDENTS											
Total	Male	Female	Persons injured by motor vehicle	Total	Male	Female	Persons injured by motor vehicle	Total	Male	Female	Persons injured by motor vehicle	Total	Male	Female	Persons injured by motor vehicle	Total	Male	Female	Persons injured by motor vehicle	Total	Male	Female	Persons injured by motor vehicle	Total	Male	Female	Persons injured by motor vehicle	Total	Male	Female	Persons injured by motor vehicle		
69681	1050	9168	3463	2	298	4631	15719	103584	1156	25935	76765	2	32	1	27	30	170	170	1	Fractured skull	482	464	1	Fractured skull	482	464	1	Fractured skull	482	464			
2974	7	578	2389	2	298	4631	15719	103584	1156	25935	76765	2	32	1	27	30	170	2	Fractured spine	139	306	2	Fractured spine	139	306	2	Fractured spine	139	306				
9828	14	2184	7800	2	298	4631	15719	103584	1156	25935	76765	2	32	1	27	30	170	2	Other fractures	67	3815	2	Other fractures	67	3815	2	Other fractures	67	3815				
1239	4	287	1004	2	298	4631	15719	103584	1156	25935	76765	2	32	1	27	30	170	2	Contusion of head	44	816	2	Contusion of head	44	816	2	Contusion of head	44	816				
11782	4	287	9192	2	298	4631	15719	103584	1156	25935	76765	2	32	1	27	30	170	2	Seven general shock with bruises and cuts	23	17105	2	Seven general shock with bruises and cuts	23	17105	2	Seven general shock with bruises and cuts	23	17105				
5885	23	869	4693	2	298	4631	15719	103584	1156	25935	76765	2	32	1	27	30	170	2	Slight shock and daze up	62	189	2	Slight shock and daze up	62	189	2	Slight shock and daze up	62	189				
10541	168	2086	8287	2	298	4631	15719	103584	1156	25935	76765	2	32	1	27	30	170	2	Internal injuries	38	2565	2	Internal injuries	38	2565	2	Internal injuries	38	2565				
111290	1349	27513	82428	2	298	4631	15719	103584	1156	25935	76765	2	32	1	27	30	170	2	Other injuries (sprains, dislocations, abrasions, etc.)	20	508	2	Other injuries (sprains, dislocations, abrasions, etc.)	20	508	2	Other injuries (sprains, dislocations, abrasions, etc.)	20	508				
AMOUNT OF PROPERTY DAMAGE										12. THE PEDESTRIAN				13. CLASSIFICATION OF VICTIMS				14. NATURE OF INJURIES				15. THE ROAD											
NUMBER OF DRIVERS										NUMBER OF VEHICLES				NUMBER OF ACCIDENTS				NUMBER OF ACCIDENTS				NUMBER OF ACCIDENTS											
Total	Male	Female	Persons injured by motor vehicle	Total	Male	Female	Persons injured by motor vehicle	Total	Male	Female	Persons injured by motor vehicle	Total	Male	Female	Persons injured by motor vehicle	Total	Male	Female	Persons injured by motor vehicle	Total	Male	Female	Persons injured by motor vehicle	Total	Male	Female	Persons injured by motor vehicle	Total	Male	Female	Persons injured by motor vehicle		
26,535,035	1050	9168	3463	2	298	4631	15719	103584	1156	25935	76765	2	32	1	27	30	170	170	1	Fractured skull	482	464	1	Fractured skull	482	464	1	Fractured skull	482	464			

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Annual Report

OF THE

Department of Highways

ONTARIO

FOR THE FISCAL YEAR ENDING MARCH 31st

1957

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PRINTED BY ORDER OF

THE LEGISLATIVE ASSEMBLY OF ONTARIO

TORONTO

Printed and Published by Baptist Johnston
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SESSIONAL PAPER No. 20

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1957



THE HONOURABLE JAMES N. ALLAN, M.P.,
Haldimand-Norfolk Riding,
Minister of Highways

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TO THE HONOURABLE LT.-COL. JOHN KEILLER MACKAY,
D.S.O., V.D., LL.D.,
Lieutenant-Governor of the Province of Ontario.

MAY IT PLEASE YOUR HONOUR:

The undersigned has the honour to transmit the Annual Report of the Department of Highways, Ontario, for the Fiscal Year ending March 31st, 1957.

Respectfully submitted,

JAMES N. ALLAN,
Minister of Highways.

Parliament Buildings,
Queen's Park, Toronto, Ontario,
March 10, 1958

TO THE HONOURABLE JAMES N. ALLAN,
Minister of Highways, Ontario,

Sir:

I have the honour to present herewith Report of the activities of the Department of Highways for the Fiscal Year ending March 31st, 1957.

The Report covers operations and functions of the various Branches, including the Operations Branch, Planning and Design Branch, Financial Comptroller's Branch, Services Branch, Municipal Roads Branch, and the Motor Vehicles Branch.

I have the honour to be, Sir,

Your Obedient Servant,

W. J. FULTON,
Deputy Minister

Department of Highways, Ontario,
Toronto, April 1, 1957.



W. J. FULTON, O.L.S., P. Eng.,
Deputy Minister of Highways

Branch Heads Named During Fiscal Year



J. G. McMILLEN
Financial Comptroller



H. W. ADCOCK, P. Eng.,
Manager, Operations Branch



J. WALTER, P. Eng.,
Director,
Planning and Design Branch



J. POGUE,
Director,
Personnel Branch

REPORT OF THE FINANCIAL COMPTROLLER**COMPTROLLER, J. G. McMILLEN**

As summarized in the statement of Receipts and Disbursements, total expenditures of the Department are \$258,350,551. Payment to the Highway Reserve Account is shown therein at \$57,500,000, representing "Ordinary Account" funds used to finance Capital road construction, thus reducing Capital funds otherwise required. Total expenditures, other than payments to the Highway Reserve Account, compare with prior years, as follows:

Year ending March 31:

1953.....	\$121,749,833
1954.....	116,068,211
1955.....	113,445,647
1956.....	158,859,908
1957.....	200,850,551

Capital Expenditure Program

Road construction expenditure for the year under review amounts to \$102,775,000. This includes direct expenditure on construction, together with pre-engineering costs and the purchase of right-of-way. This indicates the sharp expansion in the road program of the Department, as the corresponding program for the year ending March 31, 1955 called for an expenditure of \$38,320,000.

Trans-Canada Highway Agreement

Expenditure of the Department under this Agreement, to date, amounts to \$68,719,567. Amounts recovered or recoverable at March 31, 1957 aggregate \$31,944,370. It may be noted that the agreement with the Federal Government calls for completion of the project by December 31, 1960.

Municipal Subsidies

Subsidies amounting to \$46,005,765 for the current year follow the trend of sharply increased payments to municipalities. Payments in the current year are 16% in excess of that disbursed in the previous year.



Facing east towards Kennedy Road on Toronto By-Pass, Highway 401.
Overpass shown is part of Traffic Interchange, Toronto District.

REPORT OF THE HIGHWAYS ACCOUNTANT

L. B. TEETZEL, *General Accountant*

The following is a summary of the receipts and disbursements of the Department of Highways for the fiscal year, April 1st, 1956 to March 31st, 1957.

Receipts

Motor Vehicles Branch.....	\$ 49,101,105.62
Unsatisfied Judgment Fund.....	2,201,669.20
Sales of Lands and Buildings.....	1,091,327.70
Miscellaneous.....	626,643.74

 \$ 53,020,746.26

Disbursements

King's Highways.....	\$112,862,968.35
Sidewalks.....	41,876.98
Connecting Links.....	841,349.78
Development Roads, Part IV (H.I.A.).....	4,730,182.99
Unincorporated Townships.....	781,647.41
Stock (Materials, etc.).....	759,609.88
Lands and Buildings.....	2,794,008.35
Weigh Scales.....	24,277.62
Road Equipment.....	2,964,313.29
District Office and General Engineering.....	6,176,416.93
Land Surveys.....	2,762,999.47
Planning and Design.....	2,965,839.41
Property Purchases.....	13,794,264.83
Dominion Government Repayments.....	Cr. 4,855,053.08
Net General Expense.....	2,379,746.58

 \$149,024,448.79

Inventories March 31, 1957 — \$5,388,290.34

Inventories March 31, 1956 — 4,628,680.46

 Increase.....\$ 759,609.88

Subsidies in aid of County Roads.....	\$ 12,042,792.32
Subsidies in aid of Township Roads.....	16,911,153.24
Subsidies in aid of Cities, Towns and Villages.....	17,051,819.80

 \$ 46,005,765.36

Unsatisfied Judgment Fund.....	1,857,547.03
Administration, etc.....	3,962,790.35
Highway Reserve Account.....	57,500,000.00

 \$258,350,551.53


Leslie Street Railway Overpass of Toronto By-Pass, Highway 401, Toronto District.

The following statement shows the expenditure on account of Trans-Canada Highway since the signing of the agreement with the Federal Government on April 24th, 1950 and the refund received from the Federal Government since that date to March 31st, 1957.

It also shows a further claim awaiting audit at that date and the refund due on that claim.

	REFUNDED BY FEDERAL GOVERNMENT	EXPENDED BY DEPARTMENT
Refunded by Federal Government on account of work performed prior to April 24, 1950.....	\$ 1,569,640.35	
Expenditures by Department to March 31, 1951.....		\$ 7,043,559.23
Refunded by Federal Government to March 31, 1951.....	2,749,328.63	
Expenditures by Department to March 31, 1952.....		8,242,800.65
Refunded by Federal Government to March 31, 1952.....	3,453,866.43	
Expenditures by Department to March 31, 1953.....		11,746,130.41
Refunded by Federal Government to March 31, 1953.....	4,103,752.94	
Expenditures by Department to March 31, 1954.....		9,686,451.83
Refunded by Federal Government to March 31, 1954.....	2,486,859.69	
Expenditures by Department to March 31, 1955.....		5,675,343.25
Refunded by Federal Government to March 31, 1955.....	6,274,487.50	
Expenditures by Department to March 31, 1956.....		9,602,298.56
Refunded by Federal Government to March 31, 1956.....	3,365,958.81	
Expenditures by Department to March 31, 1957.....		13,996,280.17
Refunded by Federal Government to March 31, 1957.....	4,855,053.08	
Expenditure by Department re Property, etc., to March 31, 1957.....		2,726,703.59
TOTALS TO MARCH 31, 1957.....	\$28,858,947.43	\$68,719,567.69
Claims to be submitted on above expenditure:		
Claim No. 43.....	1,062,247.67	
Claim No. 44.....	748,175.51	
Claims Nos. 45 to 48 — estimated.....	1,275,000.00	
	\$31,944,370.61	\$68,719,567.69
Less refunds by Federal Government.....		31,944,370.61
Net estimated cost to D.H.O. to March 31, 1957.....		\$36,775,197.08



Facing east from Leslie Street Railway Overpass of Toronto By-Pass, Highway 401,
Toronto District.

Eastern Entrance to Toronto Interceptor and By-Pass



Looking east on north leg of Traffic Interchange between Highway 2 and east terminal of Toronto By-Pass, Highway 401, Toronto District.



Traffic Interchange between Highway 2 at Kingston Road and east terminal of Toronto By-Pass portion of Highway 401. Note overhead signs and guard rails.



NOW NEARING completion, construction of the Burlington Beach High Level Bridge or "Skyway" as part of the Queen Elizabeth Way By-Pass of the City of Hamilton offered many engineering challenges. Illustrations on these four Annual Report pages record some of the more striking features. Left: Approach piers erected on land reclaimed from Hamilton Harbour.

PROGRESS REPORT:

Burlington High Level Bridge



Towering steel forms mark location of the Burlington Beach Skyway's major piers, built to support the central 1,000 feet of the huge 75-span structure which has an overall length of 8,000 feet.



This illustration, featuring Department of Highways information sign, with giant crane and steel forms for background, emphasize that the Burlington Beach Skyway's construction required 20,000 tons of steel and 90,000 cubic yards of concrete.

Piers on north side of Burlington Canal entrance to Hamilton Harbour from Lake Ontario. Maximum height of Skyway is 210 feet. Clearance under bridge will be 120 feet.





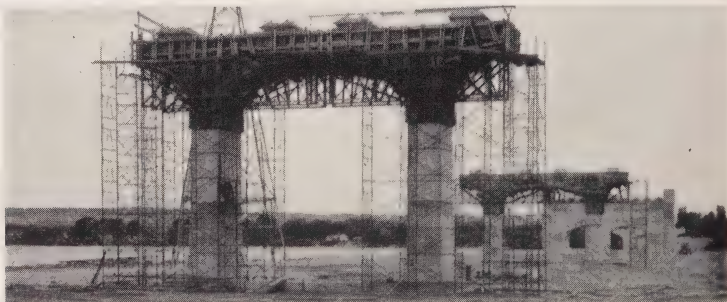
▲
Massive approach spans' piers of the Burlington Beach Skyway.

◀ Perspective of pier arches facing south from central bridge support piers.



◀ Excavation for major Burlington Beach Skyway pier support.

Geometrical patterns repeated in substructure piers of Burlington Beach Skyway.



North main pier of Burlington Beach Skyway frames portion of canal providing entrance to Hamilton Harbour from Lake Ontario; and shows distant view of the City of Hamilton with Hamilton Mountain forming the background. New Skyway will provide final link of the Queen Elizabeth Way as a controlled access highway between Toronto, Niagara Falls and Fort Erie.





Twenty miles west of Perth at Silver Lake on Highway 7, Trans-Canada, near junctions of Kingston, Ottawa and Bancroft Districts (8, 9 and 10). Note zone striping, guard posts, finger place sign.

ANNUAL REPORT—1956-57

REPORT OF CHIEF ENGINEER W. A. CLARKE, P.Eng.

Manager of Operations—H. W. Adcock, P.Eng.

CONSTRUCTION

Construction Engineer—H. A. Tregaskes, P.Eng.

An extremely heavy construction programme was carried out by the Department, resulting by the year's end in the largest construction expenditure in its history.

In particular, good progress was made on two of the Department's most important projects: the construction of Hwy. No. 401 and of the Trans-Canada Highway. The reconstruction of older highways to modern standards, and the major programme of new bridge construction and old bridge replacement continued in all sections of the Province.

The more important work carried out in 1956-57 was as follows:

SOUTH-WESTERN AREA—Chatham, London, Stratford, Owen Sound Districts.

Highway No. 401 west of Tilbury to Highway No. 98 was opened to traffic.

Highway No. 401 from Eastwood to Highway No. 4, a distance of approximately 38 miles, was paved in 1956 and was approximately 98% finished by the end of the year.

The reconstruction of Highway No. 3 between Talbotville and Blenheim was largely completed by the year's end.

On Highway No. 5, an important transport and truck east-west highway of the southern part of the Province, a start was made in its reconstruction from Howell's Corners to Paris.

CENTRAL AREA—Toronto, Hamilton, Port Hope Districts.

Highway No. 401 east of Toronto from the Junction of Highway No. 401 and Highway No. 2, westerly to Bayview Avenue was completed and opened to traffic thereby completing the section from east of Toronto westerly to Highway No. 27. Further east, construction was started on Highway No. 401 from Trenton to Brighton.

The paving of the southbound lane of the Queen Elizabeth Way from Lundy's Lane to Fort Erie was completed and opened to traffic.

Four-lane construction on Highway No. 6 was completed as far south as Mount Hope, greatly relieving traffic conditions on that highway.

Satisfactory progress was made toward completion of the Burlington Skyway Bridge, with the steel erection stage being reached.

Important work on the Burlington Skyway approaches, including the Freeman By-pass was carried out.

A substantial amount of work was carried out on the major structure on Highway No. 401 over the Trent River north of Trenton, and on other bridges on Highway No. 401 in the vicinity.

Good progress was made in the re-building of Highway No. 35 as a trunk highway connection between Highway No. 2 at Newcastle and Highway No. 7 at Lindsay.

EASTERN AREA—Kingston, Ottawa, Bancroft Districts.

Construction of the Highway No. 401 By-pass section at Kingston, as well as the Kingston to Gananoque and Brockville to Prescott sections continued favourably.

Good progress was made on the grading work commenced in 1955 on Highway No. 401 from Belleville to Marysville. A heavy programme of bridge construction was carried out on Highway No. 401, including work on major structures over the Cataraqui and Salmon Rivers.

New Trans-Canada Highway No. 15 from Stittsville to Ashton Station, and the reconstructed portion of Highway No. 15 from Ashton Station to Carleton Place was paved.

From Iroquois to Moulinette, the part of Highway No. 2 which is affected by the St. Lawrence Power Development, the work of relocating Highway No. 2 and the construction of a portion of Highway No. 401 was expedited, with paving being completed and the road opened for traffic early in 1957.

The Trans-Canada Highway No. 17 from L'Orignal East to the Quebec boundary was opened for traffic.

NORTHERN AREA—Huntsville, Sault Ste. Marie, Sudbury, North Bay, New Liskeard Districts.

On Trans-Canada Highway work, diversions were started at Orillia on Highway No. 12 and at Lindsay on Highway No. 7. Work continued on the new section of Highway No. 103 linking Port Severn with Footes Bay, and opened to traffic this year was the new section of Highway No. 69 from Footes Bay (Junction Highway No. 103 and Highway No. 69) to Gordon's Bay.

The paving of re-located Highway No. 11 between Novar and Emsdale was completed in 1956.

Grading of Secondary Highway No. 612, serving Elliot Lake and Quirke Lake, was completed this year thereby improving traffic movement between the various mines and Highway No. 17.

Grading of the new section of Trans-Canada Highway No. 17 from Agawa River to Marathon continued as per schedule, which schedule provides that this "gap" section will be paved by the end of 1960.

Reconstruction of Highway No. 66 from Highway No. 11 into Kirkland Lake was completed, with a decided improvement resulting.

Re-building of Highway No. 11 from Matheson north to Porquis Junction was continued.

The Department, on behalf of the Mining and Access Roads Committee, carried out further construction of new access roads to various communities, especially from Secondary Highway No. 533 to Highway No. 63, and from Secondary Highway No. 616 to Foleyet.

NORTH-WESTERN AREA—Cochrane, Fort William, Kenora Districts.

The re-building of Highway No. 11 between Cochrane and Smooth Rock Falls continued.

At Smooth Rock Falls a Bailey Bridge 510 feet in length was erected with 3,500 feet of approaches on a diversion of Highway No. 11. The first use of extra widened decking and chord reinforcement was used on this structure, with the bridge being carried on Bailey towers and rock filled timber cribbing. This permitted traffic to proceed to and from the north much more safely and satisfactorily through Smooth Rock Falls, it having previously been necessary to use a winding route and very narrow bridge, which bridge was considered as now being unsafe for heavy traffic. Construction of a permanent bridge was begun in the fall of 1956 and the work was pursued in a very satisfactory manner.

Paving of Highway No. 11 east of Longlac continued with excellent results, in that the Department was able to pave to the Pagwachuan River.

Trans-Canada Highway No. 17 from Jackfish Lake easterly to Marathon was paved, and grading further east was sufficiently completed to allow access by road to Hemlo and thence to Manitouwadge mining area via Secondary Highway No. 614.

Work continued on the major structure over the Little Pic River on the Trans-Canada Highway west of Marathon.

Grading and paving work was performed on various sections of Trans-Canada Highway No. 17, including southwest of Nipigon, south of Sistonon's Corners, north from Shabaqua, and west of Oxdrift westerly.

Paving of the new section of Trans-Canada Highway No. 17 from Intersection of Highway No. 17A being west of Fort William to the Intersection of Highway No. 120 was completed.

Paving of 30 miles of Highway No. 120 from Atikokan easterly was accomplished, with further contracts for paving being scheduled for next year. Grading on the final 14 miles of the Atikokan Highway westerly from Shabaqua on Highway No. 17 was carried out.

Further investigation and planning took place with respect to the construction of the Fort Frances Causeway.

Reconstruction of Trans-Canada Highway No. 17 from the Manitoba Boundary easterly was continued, with further contracts being scheduled for the coming year.

The Department, on behalf of the Mining and Access Roads Committee, carried out further construction of new access roads to various communities, including from Highway No. 11 to Hornepayne; Highway No. 11 to Caramat; and Geraldton to Nakina.

MAINTENANCE

Maintenance Engineer—C. Tackaberry, P.Eng.

The highlights of our Maintenance work in 1956-57 may be summarized in brief as follows:

Bridges

Repairs were carried out on the deck of the Hogg's Hollow Bridge, on Highway No. 401, the outer two lanes being replaced with precast concrete slabs. This operation replaced an 18-foot strip extending 1,100 feet along the South curb and 900 feet along the North. This is the first time in the Province that the precast slab has been used for this work and to date appears to be entirely satisfactory.

Silicones

As a preventive against disintegration and corrosion on bridges, we initiated an application of Silicones. Several types were employed and are under study. Concrete surfaces were treated with both water soluble and mineral spirit solutions. Bearing plates were treated with silicone greases. All applications appear satisfactory thereby warranting continuation.

Department-Owned Hot Mix Plant

This Plant was operated throughout the Summer with 16 miles base course and 22.2 miles top being laid. Shouldering and granular base operations represent a total of 62,428 tons.

Scales

The change in the policy of weighing trucks inaugurated in 1955-56 was most successful. Two new axle weighing scales were in operation, one on Highway No. 401 in Port Hope District and the other on Highway No. 5 in Toronto District. These scales have proven most satisfactory and additional scales are contemplated.



Completed Oakville Traffic Interchange Overpass of Queen Elizabeth Way, Hamilton District.

Seeding

Seeding, which has become most popular in the south, replacing sodding operations, has been extended in to the north. This will tend to eliminate erosion on our steeper slopes thereby reducing our roadside maintenance costs.

Buildings

The Department is adding annually to our list of mechanical equipment in order that efficient Maintenance Operations may be carried out. Several patrol garages have been constructed in the western and central portions of the Province in order to provide proper storage for this additional equipment.

We are continuing to construct salt sheds in order that we may store bulk salt for winter maintenance operations. This results in a considerable annual saving on our salt purchases as bulk salt can be purchased at less cost than bagged salt.

SUMMARY OF CONTRACT WORK FOR 1956-57

Contract Control Engineer—T. C. Muir, P.Eng.

In addition to the work which required completion from the previous year, the number of new contracts awarded were: grading and culverts—87, hot mix paving—40, structures—51, structural steel—23, concrete paving—4, clearing—5, resurfacing—11, surface treatment—Nil, hot mix patching—14, crushed gravel—70, prime dust layer—12, screened sand—10, winter sanding—19, bridge painting—7.

TABLE SHOWING TOTALS OF WORK DONE, 1956-57

Class of Work	No.	Tons	Miles
Automatic signals at railway crossings, this year.....	25		
Bituminous hot mix pavement.....		1,904,923	608
Bituminous mulch and cold mix.....		139,532	80
Bituminous prime on gravel roads..... Gals.	2,960,059		1,121
Bituminous resurfacing, old pavement.....		424,385	198
Bituminous surface treatment..... Gals.	224,753		82
Bridges built.....	65		
Bridges painted.....	52		
Calcium dust layer, gravel roads.....		8,214	1,751
Calcium for de-icing roads.....		147	172
Concrete base, asphaltic top.....		15,744	2
Concrete pavement.....			200
Crushed gravel and stone (by contract).....		2,254,859	1,739
Crushed gravel and stone (by Dept. forces).....	676,922		
Development roads built.....			123
Grading and culverts.....			342
Granular base on new grading.....		10,823,658	485
Granular base on old grading.....		3,634,696	962
New buildings erected this year.....	115		
Off-road parks maintained.....	54		
Roads snowplowed and kept open (King's Hwys.).....			86.91
Roads snowplowed and kept open (Secondary Hwys.).....			2,362
Roadside picnic places maintained.....	1,187		
Routine maintenance (King's Hwys.).....			8,691
Routine maintenance (Secondary Hwys.).....			2,362
Salt for de-icing roads (raw).....		90,520	
Salt in sand stockpiles.....		39,464	
Sand for winter maintenance.....		634,222	
Scale houses maintained.....	29		
Seeding by Dept. forces..... Sq. Yds.	8,602,972		
Shrubs received and planted.....	197,982		
Signs newly erected or replaced.....	60,891		
Snow hedges planted this year.....			6
Snow fence erected, dismantled, stored.....			1,301
Traffic lights installed this year.....	27		
Zone painting (King's Hwys.)..... Gals.	90,532		8,305
Zone painting (Secondary Hwys.)..... Gals.	4,234		261



Grading on redevelopment of Highway 66, New Liskeard District, facing east from Swastika toward Kirkland Lake.



Subgrade Compaction prior to grading Hwy. 7, Windsor District.

MATERIALS AND RESEARCH SECTION

F. C. BROWNRIDGE, Engineer

For many years it had become increasingly apparent that the volume of work required of the Materials and Research Section and the demands for the extension of its services made enlarged quarters and increased staff essential. The transfer of the Section to the new Downsview Building, in February of 1956, and the purchase of the necessary additional equipment have provided facilities which, when adequately staffed with trained personnel, will establish the Section as comparable to any similar organization.

A definite increase in activities reflected the volume of work undertaken by the Department, but the operation of the Section was seriously hampered by the loss of many of our engineers and soil scientists whose numbers were reduced from 35 to 21 during the fiscal year.

Specialized tests and special investigations are steadily increasing, and new methods are being developed for the use and control of highway materials.

A marked increase in the time devoted to the preparation of controls and specifications and to courses of instruction for District personnel has been noticed.

Representatives of the Section attended technical sessions of the Highway Research Board, American Society for Testing Materials, Association of Asphalt Paving Technologists, Canadian Technical Asphalt Association, Canadian Good Roads Association, and National Research Council (Associated Committee on Ice and Snow Mechanics), to discuss common problems and to keep informed of the latest developments in highway design, construction, maintenance, and materials control.

A—Soils Sub-Section

During the first three months of this fiscal year the loss of approximately half of our professional engineering staff, with the recruitment of only four junior engineers during the year, did not allow complete materials control on construction. Technical assistance on materials during construction was restricted to the southern portion of the Province. Compaction control, by Laboratory personnel, was generally limited to major Highway 401 contracts for the Toronto and London By-Passes. Responsibility for compaction in the Kingston and Ottawa Districts was assumed by their personnel, who had attended a week's instruction in the Laboratory in the spring of 1956, with very satisfactory results.

Studies were instituted to establish the performance of various types of compaction equipment.

The greatest emphasis was placed on pre-contract engineering in order to conform with scheduled dates and to provide the necessary information required by the Design Division. Ninety-five projects covering a total of 682 miles were reported to the Design Office. Included in this total were 74 miles of Trans-Canada Highway between Blind River and the Manitoba Boundary. Each project required a complete field investigation and a soils report indicating the soil types, seepage zones, suitability of materials, embankment stability and granular requirements. Profiles indicating the recommended grade line based upon the soil conditions were also submitted for each project. These projects varied from resurfacing to heavy grading and granular base course, and were not concentrated in any particular area. In addition, 833 miles of highway performance survey, 202 miles of pedological survey and 411 miles of detailed subgrade reconnaissance were completed.



Old Conestogo River Bridge Replaced

Upper illustration shows old bridge, built by Woolwich Township Council of Waterloo County in 1901, to serve historic St. Jacobs. Building shown at left is century-old flour mill where roller grinding replaced water-powered stones for first time in Canada, perhaps on entire continent.

Decision to erect the new bridge, shown below, was made in 1953. It serves traffic on King's Highway No. 85, extending between the Twin Cities of Kitchener-Waterloo and Town of Elmira, Stratford District No. 3.

D.H.O. Photos



The work of the Foundation Group includes foundation investigation for proposed construction and for treatment or correction of slides and slipouts. Two full-time crews, a reduction from the three used in 1955, were employed and 32 sites were investigated, involving 3,900 lineal feet of borings.

B—Materials Sub-Section

The continuation of the Department policy to provide pre-contract information necessitated the use of two full-time crews equipped with a Gradall and a truck-mounted power auger.

Pre-contract data was obtained for 45 projects involving inspection of 700 granular deposits, 400 of which required complete investigation to establish quality and quantity.

Our system of granular inventory, which will eventually list all quarries and granular deposits in the Province, properly catalogued as to location and type and acceptability of material, was extended and revised for the approximately 7,000 sources it now contains.

Materials control and technical assistance was provided for 86 hot-mix contracts totalling 414 miles, in which were included 35 miles of dual highway construction on the London By-Pass, and 43 resurfacing contracts totalling 386 miles. Inspectors attached to the Section Pool were stationed on one resurfacing and eight hot-mix projects.

Laboratory design of bituminous surface courses, commenced in 1955, was expanded and 74 mix-designs were established by the Section. In addition, 91 plant checks were made by the Laboratory to ensure conformity to the established design or to aid in setting up mixes not designed in the Laboratory.

Considerable time was spent in field supervision and Laboratory design work in aiding District maintenance forces in obtaining satisfactory mulched pavements. This was a new venture for the Section, and the supervising engineer's report of the data obtained will be very helpful in future projects.

Forty-three concrete mix designs were established, and an engineer and three supervisory inspectors were engaged in assisting district personnel in materials control on major concrete construction in the southern section of the Province.

C—Chemical Sub-Section

Laboratory control of the paints purchased by the Department involved the analysis of 153 samples of paint and 38 samples of pre-mix or overlay type reflectorizing glass beads to ensure conformance to specifications. Test strips of traffic paint were applied, under closely controlled conditions, at two locations to evaluate the in-service performance of paints proposed for supply during the 1957-8 fiscal year.

Difficulties encountered in the field during the previous year made closer inspection of ice control chemicals essential. The interest of our Maintenance Engineers in this problem was indicated by the quadrupled number of samples forwarded for testing.

The cancellation of the contract for the testing of cements by private laboratories necessitated complete chemical analysis of 239 cement samples. Thirty samples of water, from doubtful sources, were tested to establish acceptability for use in Department concrete construction.

Compliance with specification requirements was determined for 47 samples of herbicides, antifreezes and subgrade papers. Assistance to the Laboratory

Sub-Section necessitated the chemical analysis of 34 samples of soils, aggregates and miscellaneous products.

The transfer to our new location was accompanied by the installation of some major pieces of equipment. Of particular interest are the spectrophotometer and weatherometer.

D—Laboratory Sub-Section

As was to be anticipated, the move to the Downsview Building resulted in some inconvenience and interruption of operations while service connections were being made. The location of the Section in the Downsview Office Building necessitated the use of heavy bases and insulation materials to provide sound-proofing and vibration dampening.

In the Laboratory Sub-Section 6,642 samples of soils and granular materials and 2,828 samples of bituminous materials, representing in excess of 40,000 individual tests, were analyzed.

Quality control of the Department's concrete and bituminous construction was maintained by compressive strength analysis of 3,721 field-cast specimens and the extraction testing of 1,979 samples of bituminous pavements.

Training of staff and arrangements for sampling were completed at the beginning of September and the testing of cements, previously performed by private laboratories was assumed by the Section. Three hundred samples were received and analyzed.

The testing of miscellaneous materials for our Districts and Purchasing Section was continued.

Our Laboratory at London, established to meet the construction requirements in Southwestern Ontario, was used extensively with 1,746 samples of various materials being tested. It not only promoted closer co-operation with construction personnel in the area, but has relieved the Central Laboratory of most of the routine control testing originating in the area. The proximity of this Laboratory materially aided in control of the London By-Pass construction.

The Belle River Laboratory, established in 1955 to control the materials used in the concrete pavement construction in that vicinity, was continued and was staffed by Section personnel.

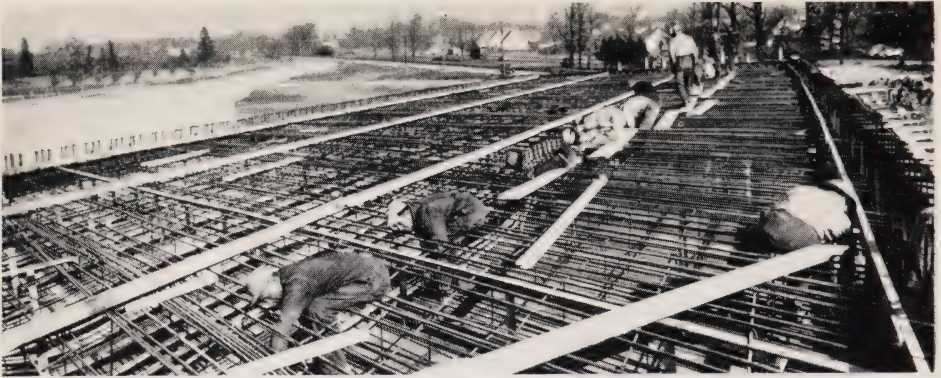
The testing facilities in our Concrete Laboratory were increased by the purchase of a Conrad freezing and thawing unit in late March. The addition of this equipment will enable the Section to assess the durability of concrete and concrete aggregates as related to freezing and thawing conditions.

E—Research and Technical

The transfer of our Research Engineer necessitated the apportionment of his duties among the other members of the staff. No major research projects were undertaken but several investigations were instituted to overcome testing difficulties and to improve methods and techniques.

(a) *Soundness Testing:* The present method for determining aggregate soundness by means of a magnesium sulphate solution was reviewed and a program to evaluate a proposed revision was undertaken. While this work is continuing, early results indicate that the proposed method will provide more accurate and consistent information.

(b) *Sand Washer:* Our sand washer was subjected to analysis to establish abrasion characteristics. No detrimental abrasion could be discerned, and the use of this equipment will be continued.



Placing reinforcing steel on eastbound lane over revised westbound lane of Queen Elizabeth Way, Highway 403, Hamilton District.

(c) *Granular Base Course Density:* Difficulty had long been encountered in the establishment of the maximum density to be stipulated for our granular base courses using the Proctor method when an appreciable percentage of coarse aggregate is involved. Our specification for 1957 was revised to incorporate a more realistic method for density determination, and a program to evaluate the use of the Providence Vibration Method for this purpose was arranged.

(d) *Petrographic Analysis:* Several sources of hot-mix aggregate, for which laboratory analysis and field performance were at variance, were subjected to thin section and microscopic examination. The detrimental factors were isolated and our standards of evaluation were revised.

(e) *Commercial Sources:* Assistance to commercial suppliers of aggregates was extended. Examination of cores, taken during drilling operations to prove up properties, and periodic visits to quarry and gravel deposit sites predetermined quality and permitted isolation of sections not conforming to Department specifications. Full scale testing of production samples from all listed commercial sources ensured continuous quality control.

(f) *Post-Construction Investigation:* Unexplained difficulties were encountered on some of our hot-mix contracts and post-construction sampling and testing was performed on five contracts to establish the cause.

(g) *Pavement Densities:* Samples were obtained from various hot-mix pavements and analyzed to establish more exactly the correlation between laboratory and construction compaction. Included were studies on three contracts where pneumatic-tired rollers were employed.

(h) *Effect of Crushed Particles:* A major investigation to determine the effect of crushed particles in bituminous mixes was completed. The influence of varying percentages of crushed particles and of aggregate surface characteristics has been evaluated in terms of Marshall stability and flow and of voids in the mineral aggregate and in the mix. A report, entitled "The Importance of Percent Crushed in Coarse Aggregates as Applied to Bituminous Pavements", has been written.

(i) *Hot-Mix Design:* Eighty-five asphaltic concrete surface courses, representing all the contracts for which mix designs had been established in the Laboratory, were reviewed. This study has indicated the existence of problems peculiar to certain areas, and has demonstrated the necessity for individual treatment in mix design and for modified construction methods.

(j) *Asphalt Absorption*: A project to establish the extent of asphalt absorption and its effect on optimum asphalt content in bituminous mixes was undertaken. Studies on 14 coarse aggregates commonly used in our H L-3 mixes were completed.

(k) *Fine Aggregate Grading Variations*: A project to ascertain the effect of variations in the slope of the curve in the Pass No. 4 and Retained No. 48 region, and gap gradings in this range, was commenced and is continuing.

(l) *Courses of Instruction*: Courses were presented by the Section for 191 candidates as an aid in the training of district personnel, as follows:

57-201 — An advanced course on hot-mix paving for personnel who had had prior experience in asphalt inspection work.

57-202 — An introductory course in soil mechanics, with emphasis on classification and compaction control.

57-203 — An introductory course in structural concrete for personnel with no prior concrete inspection experience.

57-204 — An introductory course in hot-mix paving construction for personnel with no prior bituminous paving experience.

(m) *Soils Inspector's Manual*: A manual to serve as a guide for soil inspectors was completed. The practical application of soil mechanics is covered and sufficient information on glacial geology and soil profile development is included to provide the necessary background.

(n) *Specifications*: Proposed revisions were prepared for the following:

Form 9 — Supplemental Specifications for Structures.

Form 301 — $\frac{5}{8}$ " Crushed Gravel

Form 310 — Hot Mix, Hot-Laid Asphalt Construction

Form 313 — Concrete Pavement

Form 314 — Selected Granular Base Course

Form 316 — Sand Cushion

Form 506 — Subgrade Paper

In addition, a temporary purchasing specification was provided for snow-plow shoe material and a full scale evaluation, to be carried out by the Physical Metallurgy Division of the Federal Government Department of Mines and Technical Surveys, was arranged.

(o) *Frost Heaving*: Preliminary field investigational work was undertaken to evaluate methods of frost heave study and the equipment to be employed.

(p) *Swamp Treatment*: A complete review of all available literature on swamp treatment was completed and reported.



Wanapitei River Bridge on Hwy. 69, Trans-Canada. Bailey Bridge, left, was used during construction.



Stone shore protection for Highway 40, north of Sombra on St. Clair River, Chatham District.

CONSTRUCTION ON THE TRANS-CANADA HIGHWAY

Asst. Construction Engineer, ROSS E. CLARKE, P. Eng.

In July, 1956, a new Trans-Canada Highway Agreement was signed between the Province of Ontario and the federal government of Canada. One of the most important items contained in this new Agreement was a provision that the federal government would share an additional forty per cent, making a total of 90 per cent of the cost of any Trans-Canada construction carried out after July, 1956 on sections where no Trans-Canada Highway now exists. One of these sections is between Agawa River and Marathon, and various contracts are in progress with the ultimate goal of opening this section for traffic by the end of 1960.

Emphasis is being placed on completing the new section of Trans-Canada Highway between Port Severn and Footes Bay so that it may be opened for traffic as soon as possible.

The total work completed to the end of the year was:

Grading and Culverts.....	489.98 miles
Bituminous Hot Mix Pavement.....	398.82 miles
Permanent Bridges and Structures built.....	33

Grading and Culverts

District	Hwy. T.C.H.		Total Miles	Compl. Previous Years	Compl. This Year
Ottawa	15	Ashton Station to Carleton Place Jct. Hwy. 15 and 29.....	7.08	5.0	2.08
Kingston	7	Hwy. 38 westerly.....	7.1	.....	1.1
Toronto	103	Waubashene to Port Severn.....	4.7	.....	3.0
	12	South Orillia By-Pass.....	3.3	.....	1.65
Huntsville	103	Port Severn to MacDonald R.....	9.0	7.8	1.2
	103	MacDonald R. to Muskoka R.....	6.6	.....	5.6
Sudbury	69	Jct. of Old Hwy 69 and Long Lake Road.	0.05	.....	0.05
Proj. 56-1	17	White River easterly.....	8.4	1.2	1.6
(White River)	17	White River westerly.....	10.5	.5	2.4
Fort William	17	Marathon easterly.....	10.0	4.4	4.3
	17	Sistonen's Corners south.....	5.0	0.4	3.2
	17	Shabaqua (Jct. Hwy. 120) northerly.....	7.0	0.6	6.0
	17	Red Rock Corners westerly.....	5.0	.....	4.8
	17	From 5 miles west of Red Rock Corners westerly.....	5.0	.....	3.5
Kenora	17	6.5 miles west of Oxdrift westerly.....	7.0	0.5	4.5
	17	Manitoba Boundary easterly.....	6.1	.....	2.6

Granular Base (New Grading)

Ottawa	17	Quebec Boundary westerly.....	7.6	6.3	1.3
	17	Quebec Boundary to L'Orignal Over- head (prior to paving).....	15.3	.....	15.3
	15	Ashton Station to Carleton Place (Jct. Hwy. 15 and 29).....	7.08	3.5	3.58
Huntsville	103	Port Severn to MacDonald R. (sand cushion only).....	9.0	3.9	5.1
	103	MacDonald R. to Muskoka R. (sand cushion only).....	6.6	.....	2.2
	103	Muskoka River to Footes Bay.....	8.7	.....	8.7
	69	Footes Bay (Jct. 103 and 69 T.C.H.) to Gordon's Bay (prior to paving).....	5.5	.....	5.5

Autumn Splendor on Trans-Canada Highway



Construction proceeds on one of major structures on Trans-Canada Highway 17, over Little Pic River 19 miles West of Marathon, Fort William District. D.H.O. photo taken September 28, 1956. Autumn coloring at peak indicated.

District	Hwy. T.C.H.		Total Miles	Compl. Previous Years	Compl. This Year
Sudbury	69	French River northerly.....	14.4	.....	14.4
	69	Wanapitei River southerly (prior to paving).....	14.4	.....	14.4
	17	Copper Cliff Road westerly (prior to paving).....	1.9	.....	1.9
Proj. 56-1 (White River)	17	White River easterly.....	8.4	.....	2.8
	17	White River westerly.....	10.5	.....	2.9
Fort William	17	Marathon easterly.....	10.0	.....	4.3
	17	Sistonen's Corners southerly.....	5.0	.....	3.2
	17	Red Rock Corners westerly.....	5.0	.....	4.8
	17	Five miles west of Red Rock Corners westerly.....	5.0	.....	3.5
	17	6.5 miles west of Oxdrift westerly.....	7.0	.....	5.0
Kenora	17	Manitoba Boundary easterly.....	6.1	.....	1.6

Granular Base (No Grading)

Sault Ste. Marie	17	Spanish east and west (prior to paving)....	6.94	.....	6.94
Fort William	17	Marathon to Little Pic River (prior to paving).....	18.3	5.5	12.8
	17	Little Pic River to Jackfish Lake.....	22.0	5.7	16.3

Bituminous Hot Mix Paving

Ottawa	17	Quebec Boundary to L'Original Over- head.....	15.3	.....	15.3
	15	Stittsville to Carleton Place (Jct. 15 and 29).....	14.2	.....	14.2
Huntsville	69	Footes Bay (Jct. 103 and 69 T.C.H.) to Gordon's Bay.....	5.5	.....	5.5
Sudbury	69	French River northerly.....	14.4	.....	14.4
	69	Wanapitei River south.....	14.4	.....	14.4
	17	Copper Cliff Road westerly.....	1.9	.....	1.9
Sault Ste. Marie	17	Spanish east and west.....	6.94	.....	6.94
Fort William	17	Marathon to Little Pic River.....	18.3	4.0	14.3
	17	Little Pic River to Jackfish Lake.....	22.0	.....	22.0
	17	Sistonen's Corners to Shabaqua Corners.	12.88	3.0	9.88

New Bridges

Ottawa	17	Interchange at Hwy. 34			
Toronto	12	Interchange at Hwy. 11 Orillia By-Pass			
Huntsville	103	C.P.R. Overhead at MacTier			
Sudbury	69	Wanapitei River			
	17	C.P.R. Overhead at Nairn			
	17	Spanish River			
Fort William	17	Mattawin River			



Grading and Guard Posts on Highway 17, Trans-Canada, one mile west of Nairn, Sudbury District.

Progress on Trans-Canada Highway

Illustrations on these two pages show work underway or completed on the Province of Ontario's 1,450 miles of Canada's Trans-Continental traffic artery. Illustrations in reports of Department of Highways' Districts also show newly completed sections.



Trans-Canada Highway 17, completed section, 17 miles east of Terrace Bay, Fort William District.



Hwy. 17, Trans-Canada, 1.5 miles east of Province of Manitoba Border, Kenora District.
Grading underway.



Heavy grading completed, Hwy. 103, Trans-Canada, Huntsville District, four miles north of Port Severn.



Another section of Hwy. 103, new Trans-Canada Highway link between
Waubashene (Hwy. 12) and Footes Bay (Hwy. 69).

MINING AND ACCESS ROADS

V. H. LONGSTAFFE, P. Eng., Secretary,
Mining and Access Roads Committee (Interdepartmental)

As in the previous year the funds for the Mining and Access Road work was voted in the Department of Mines estimates, with the administration of these funds being carried out by a Committee consisting of the Minister, Department of Public Works, Minister, Department of Highways, Minister, Lands and Forests, and Minister, Department of Mines.

The cost of construction of Access Roads to certain communities was financed entirely by the Province and this Access Road construction was carried out both by Department of Highway forces and by contract.

Construction of Access Roads to communities was as follows and indicates that 36.4 miles of Access Roads of this type were completed in this year.

Mining and Access Roads, 1956-57

		Mileage				
District	Location	Year Begun	Total Miles in Project	Miles Compl. Previous Years	Miles Compl. 1956-57	Miles To Compl.
North Bay, No. 13	Sec. Road 533 (Mattawa) to Hwy. No. 63 (Timiskaming).....	1955	24.0	10.0	8.0	6.0
New Liskeard, No. 14.	Palomar - Folyet.....	1955	12.0	.....	7.0	5.0
Cochrane, No. 16.	Hwy. No. 11 - Horne-payne.....	1955	43.0	3.0	3.5	36.5
Ft. William, No. 19.	Hwy. No. 11 - Caramat	1955	20.0	.....	8.7	11.3
	Geraldton - Nakina	1954	43.0	10.0	4.0	29.0
	Hwy. No. 120 to Nym Lake	1955	1.5	.....	1.5	.....
	Hwy. No. 120 to French Lake.....	1955	0.5	.....	.....	.....
	Hwy. No. 120 to Burchell Lake.....	1955	8.0	5.0	0.5	.....
	Hwy. No. 120 to Kashabowie.....	1955	0.5	0.4	0.1	.....
	Savant to Sturgeon Lake...	1955	3.5	3.4	0.1	.....
Kenora, No. 20.	Sioux Lookout - Alcona.....	1955	5.8	5.8	Sturgeon River Bridge Site Investigation Carried out, 1956-57.	
TOTALS			161.8	37.6	36.4	87.8



Junction of Highway 17, Trans-Canada, and Secondary Highway 612 to Elliot Lake
uranium mining centre, Blind River District.



Bulldozer Clearing, six miles east of Highway No. 63, North Bay District No. 13.
Mining and Access Roads project.



Grading operations, Timber Lake to Highway No. 63, about 21 miles northeast of Mattawa,
North Bay District No. 13. Mining and Access Roads project.

DISTRICT No. 1—CHATHAM**G. U. HOWELL, District Engineer****Construction**

The past year saw the completion of the paving and the opening to traffic of Highway No. 401 from the junction of Highway No. 2 west of Tilbury to Highway No. 98. The road was opened to traffic about July 1, 1956. There were two interchanges built in this section of the Highway and the remainder of the road intersections are level crossings.

Two experimental sections of pavement were laid on Hwy. No. 39 between Jefferson Ave. and Drouillard Road. The section from Pillette Road to Drouillard Road had two lanes of concrete pavement resurfaced with asphalt with a boulevard in between. The inside curbs were removed and the boulevard was paved with an 8" concrete base and the whole road resurfaced with hot mix 60' wide. The section from Jefferson Ave. to Pillette consisted of an old concrete pavement 20' wide which had been resurfaced. This was widened on either side with an 8" concrete base and the whole road resurfaced 60' wide with concrete curb and gutter.

On each of these sections an experiment was tried by laying wire mesh over an area of approximately 2,500 square yards each. The mesh was laid over the longitudinal joint between the old pavement and the new base and the hot mix was laid on top of it. The mesh was held down by a hold-down device attached to the spreader. The theory was to see if the wire mesh would stop the cracks in the concrete from coming up through the asphalt resurfacing.

Maintenance

One bulk salt storage building was constructed and six other buildings reinforced to hold bulk salt for winter maintenance. Approximately 66% of the salt used for winter maintenance was bulk salt realizing a considerable saving over bag salt.

The gradall attached to this district for two months each year has proven very good on drainage maintenance.

The teletype was used very efficiently on winter maintenance reporting of road conditions and extensively used for communications to Head Office and other Districts.

Grading and Culverts

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. 1956-57
401	Comber Sideroad Cloverleaf, prior to paving.....	1.10	1955	1.10
401	Hwy. No. 98 to Walker Road.....	1.43	1955	1.43
401	Walker Road to Hwy. No. 3 and Hwy. No. 3B.....	3.50	1955	3.00
3	Elgin County Line to Orford-Howard Town Line.....	6.48	1955	6.48
7	Wisbeach to 1 mi. west of Forest Road.....	10.53	1955	10.53
2	Fairfield to Diversion.....	1.60	1955	1.60
18	Harrow to Amherstburg.....	13.30	1955	13.30
21	Forest to Hank's Place.....	10.65	1956	.....
402	Colborne St. Overpass.....	.40	1956	.....
7	1 mi. west of Forest Road west.....	8.20	1956	.....
7	Perch Creek east.....	7.66	1956	.....
TOTALS.....		64.85		37.44



Footings for Colborne Road Overpass, Highway 402 approach to International Blue Water Bridge, Point Edward, Chatham District.



Overpass of N.Y.C. and C.O. Railway lines on Highway 401 near Windsor, Chatham District.



Overpass for Highway 401 Interchange with Highway 98 (foreground) near Windsor, Chatham District.

Granular Base Laid on New Grading

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. Previous Years	Miles Compl. 1956-57	Tons Placed 1956-57
401	Comber Sideroad Cloverleaf.....	1.10	1955	.....	.....	1,850
401	Hwy. No. 98 to Walker Road.....	1.43	1955	.....	.....	63,066
401	Walker Road to Hwy. No. 3 and Hwy. No. 3B.....	3.50	1955	.....	.....	31,071
3	Elgin County Line to Orford- Howard Town Line.....	6.48	1955	.48	6.00	67,514
7	Wisbeach to 1 mi. west of Forest Road.....	10.53	1955	8.00	2.53	68,966
2	Fairfield Diversion.....	1.60	1955	1.00	.60	9,840
18	Harrow to Amherstburg.....	13.30	1955	12.00	1.30	10,880
401	West Belle River Road to road between Con. 8 and 9 Maid- stone.....	6.91	1955	4.91	2.00	5,661
21	Forest to Hank's Place.....	10.65	1956	.....	.....	35,377
402	Colborne St. Overpass.....	.40	1956	.....	.....	17,472
79	Sydenham River Bridge.....	.50	1956	.....	.....	6,056
7	1 mi. west of Forest Road, westerly.....	8.20	1956	.....	.....	35,893
401	Hwy. No. 2 to Rochester Town Line, shoulders.....	7.69	1955	7.69	.....	15,598
401	Rochester Town Line to west Belle River Road, shoulders....	6.35	1955	6.35	.....	3,096
401	Road between Con. 8 and 9 Maid- stone Twp. to Hwy. No. 98, on shoulders.....	5.40	1955	5.40	.....	14,301
401	Jct. of Walker Road, on detour.	.....	1955	.....	.....	1,779
TOTALS.....		84.04		45.83	12.43	388,420

Hwy.
No.

Gravelling Contracts Not Including Granular Base

3	Elgin County Line to Orford- Howard Town Line.....	6.50	1955	.....	6.50	16,601
7	Wisbeach to 1 mi. west of Forest Road.....	10.53	1955	8.00	2.53	26,282
18	Harrow to Amherstburg.....	13.30	1955	.....	13.30	55,107
401	Hwy. No. 2 to Rochester Town Line.....	7.69	1955	.....	7.69	16,064
401	Rochester Town Line to west Belle River Road.....	6.35	1955	.....	6.35	15,752
401	West Belle River Road to road between Con. 8 and 9 Maid- stone Twp.....	6.91	1955	.....	6.91	19,615
401	Road between Con. 8 and 9 Maid- stone Twp. to Hwy. No. 98.....	5.40	1955	.....	5.40	10,196
21	Forest to Hank's Place.....	10.65	1956	.....	.....	420
39	Jefferson Ave. to Drouillard Road	2.01	1956	.....	2.01	440
TOTALS.....		69.34		8.00	50.69	160,477

Crushed Gravel and Stone on Roads by Department Forces

Location	Tons Stock- piled	Tons on Road
Pelee Island, Scudder to West Dock.....	1,024	500



Concrete paving on Highway 401, between Tilbury and Windsor, Chatham District.

Concrete Pavement

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. Previous Years	Miles Compl. 1956-57	Sq. Yds. Placed 1956-57
401	Hwy. No. 2 to Rochester Town Line, acceleration lanes.....	7.69	1955	7.69	.....	2,145
401	Rochester Town Line to west of Belle River Road, Cloverleaf legs.....	6.35	1955	6.35	.....	15,760
401	West of Belle River Road to road between Con. 8 and 9 Maidstone Twp.....	6.91	1955	4.91	2.00	72,978
401	Road between Con. 8 and 9 to Hwy. No. 98, acceleration lanes	5.40	1955	5.40	.....	1,542
	TOTALS.....	26.35		24.35	2.00	92,425

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. Previous Years	Miles Compl. 1956-57	Sq. Yds. Placed 1956-57
39	Jefferson Ave. to Drouillard Road	2.01	1956	.....	2.01	30,661

Bituminous Pavement Built

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. 1956-57	Tons Placed 1956-57
3	Elgin County Line to Orford-Howard Town Line.....	6.50	1955	6.50	21,540
3	Orford-Howard Town Line to 1.5 mi. east of Eatonville.....	5.17	1955	5.17	4,722
7	Wisbeach to 1 mi. west of Forest Road.....	10.53	1955	10.53	23,105
2	Fairfield Diversion.....	1.60	1955	1.60	4,271

401	Hwy. No. 2 to Rochester Town Line, temp. connections, cross-overs and bridges.....	7.69	1955	7.69	318
401	Rochester Town line to west of Belle River Road, cross-overs and bridges.....	6.35	1955	6.35	576
401	West of Belle River Road to road between Con. 8 and 9 Maidstone Twp., cross-overs and bridges.....	6.91	1955	6.91	495
401	Road between Con. 8 and 9 Maidstone Twp. to Hwy. No. 98, temporary connections, cross-overs and bridges.....	5.40	1955	5.40	2,422
401	Jct. of Walker Road, detour for Walker Road	.....	.....	.....	264
401	Hwy. No. 98 to Walker Road, diversion of Hwy. No. 98 and temporary connection....	1.43	1955	1.43	3,907
18	Harrow to Amherstburg.....	13.30	1955	13.30	32,028
21	Forest to Hank's Place.....	10.65	1956	.....	10,921
402	Colborne St. Overpass, paving on detour.....	.40	1956	.....	1,707
TOTALS.....		75.93		64.88	106,186

Hwy.
No.**Concrete Base with Asphalt Top**

39	Jefferson Ave. to Drouillard Road, including resurfacing.....	2.01	1956	2.01	15,744
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Bituminous Resurfacing Old Pavements

Hwy. No.	Location	Miles Compl. 1956-57	Tons Placed 1956-57
2	St. Joachim to Windsor, hot mix patching.....	4.7	5,000
7, 82	Jct. Hwy. No. 7 and No. 22 to Jct. Hwy. No. 82 and 21, hot mix patching.....	4.0	4,000
TOTALS.....		8.7	9,000



Grading on Highway 3, three miles east of Palmyra, just prior to paving, Chatham District.

Bridges Built

Hwy. No.	Location	Type	Remarks
401	Structure at "Y".....	Concrete underpass and overpass	All completed except paving on deck
401	Structure at N. Talbot Road....	Concrete underpass	All completed except paving on deck
401	Structure at Hwy. No. 3.....	Concrete underpass and overpass	All completed except paving on deck
401	Structure at road between Con. 5 and 6, Sandwich S. Twp.....	Concrete underpass	All completed except paving on deck
401	Structure at Howard Ave.....	Concrete underpass	All completed except paving on deck

Totals of Other Work Done in District No. 1

Type of Work	Number or Amt.	Tons	Miles
Right-of-way fences erected.....			37.4
Calcium dust layer on gravel roads.....		58.0	
Salt for de-icing roads, raw.....		4,564.0	589.56
Salt in sand stockpiles.....		200.0	
Sand for winter maintenance.....		3,000.0	
Snowfencing erected, dismantled, stored.....			40.00
Snow hedges planted 1956-57.....			.50
King's highways snowplowed and kept open.....			589.56
Buildings erected.....	1		
Roadside picnic places maintained.....	100		
Off-road parks maintained.....	4		
Seeding by department forces.....(sq. yds.)	1,563,320		
Zone painting, King's Highways.....			418.25
Traffic lights installed, 1956-57.....	3		
Automatic signals at R.R. crossings, 1956-57.....	2		
Routine maintenance, King's Highways.....			589.56
Bridges built.....	5		

DISTRICT No. 2—LONDON

W. L. FRASER, District Engineer

Construction

Wet spring weather on commencement of 1956-57 highway work caused delays in granular base application.

Compaction on work with grid rollers gave higher percentages in a shorter time when used on granular materials. This was especially noticeable on granular which was lacking in binder.



Wellington Road Underpass of Highway 401, London-Woodstock By-Pass Interchange, London District.

Maintenance

The spring break-up in 1956 was extremely severe and much more patching was required than previously anticipated. This extensive patching has restricted effects of the 1957 break-up considerably this spring.

The 5-bay Patrol Garage at Jct. of Hwy's. 74 and 401 was completed and an additional 5-bay Patrol Garage built by the Dept. of Public Works, Ont., was erected at Jct. Hwy. No. 401 and Sweaburg Rd.

Patrol supervisors were in service for the whole of the year and this proved to be effective, especially in areas remote from the District Office.

Winter conditions were more severe than in the previous year.

Grading and Culverts

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. Previous Years	Miles Compl. 1956-57
19	Ingersoll to Mt. Elgin.....	6.9	1955	0.5	6.4
3	Iona to Wallacetown.....	5.01	1955	0.5	4.51
80	Glencoe to Walker's Cors.....	5.1	1955	4.7	0.4
3	Delhi to Courtland.....	6.5	1955	0.5	6.0
3	Eagle to Kent County Line.....	8.33	1955	0.5	7.83
81	Au Sable and Mud Creek bridges and approaches.....	1.5	1955	0.1	0.3
5, 24	Paris to Howell's Cors.....	7.6	1956	.....	6.0
2, 53	Channelization at Eastwood.....	.....	1957	.....	.....
Secondary Road					
208	Big Creek Bridge and approaches.....	0.02	1957	.....	0.01
TOTALS.....		40.96		6.8	31.45



Paving operations on Highway 401, London-Woodstock By-Pass, near junction Highway 74, south of Nilestown, London District.

Granular Base Laid on New Grading

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. 1956-57	Tons Placed 1956-57
19	Ingersoll to Mt. Elgin.....	6.9	1956	6.9	229,144
3	Iona to Wallacetown.....	5.01	1956	5.01	166,260
80	Glencoe to Walker's Crs.....	5.1	1955	0.1	18,376
3	Delhi to Courtland.....	6.5	1956	6.5	114,240
3	Eagle to Kent County Line.....	8.33	1956	7.33	198,426
81	Au Sable and Mud Creek bridges and approaches.....	1.5	1956	0.3	20,930
5, 24	Paris to Howell's Crs.....	7.6	1956	6.0	210,510
401	Intersection Dereham and N. Dorchester Twps., relocation and service road compl. .....	.....	1956	.....	26,652
401	Intersection Hwy. No. 74. Structure ap- proach ramps.....	.....	1956	.....	31,006
401	Intersection Sweaburg Road. Cloverleaf interchange.....	.....	1956	.....	36,661
401	Reynolds Creek. Arch culvert area.....	.....	1956	.....	3,627
401	Hwy. No. 2 to Sweaburg Road.....	4.74	1956	4.74	403,414
401	Sweaburg Road to Hwy. No. 19.....	6.6	1956	6.6	415,811
401	Hwy. No. 19 to Dereham Town Line.....	5.0	1956	5.0	327,855
401	Dereham Town Line to Hwy. No. 73.....	5.9	1956	5.9	439,425
401	Hwy. No. 73 to W. Victoria Side Road.....	6.6	1956	6.6	430,005
401	W. Victoria Side Road to Dingman Creek....	4.1	1956	4.1	403,176
401	Dingman Creek to Hwy. No. 4.....	5.2	1956	5.2	405,472
401	Intersection Wellington Road. Cloverleaf interchange completed.....	.....	1956	.....	33,021
401	Intersection Hwy. No. 73. Cloverleaf interchange, 45% completed.....	.....	1956	.....	36,190
401	Intersection Hwy. No. 4. Cloverleaf interchange, 30% completed.....	.....	1956	.....	11,392
401	Intersection Culloden Road. Cloverleaf interchange, 25% completed.....	.....	1956	.....	9,543
TOTALS.....		79.08		70.28	3,971,136

Granular Base Laid Where No Grading Was Done

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. Previous Years	Miles Compl. 1956-57	Tons Placed 1956-57
3	Tillsonburg east and west.....	3.5	1955	0.5	0.5	4,858
22	Hickory Crs. to Wisbeach.....	14.7	1956	.....	2.5	52,593
74	New Sarum to Belmont.....	7.1	1956	.....	4.3	68,703
TOTALS.....		12.3		0.5	7.3	126,154

Gravelling Contracts Not Including Granular Base

Hwy. No.	Location	Total Miles in Project	Miles Compl. 1956-57	Tons Placed 1956-57
80	Walker's Crs. to Alvinston.....	5.4	5.4	6,000
81	Hwy. No. 22 to Hwy. No. 7.....	15.6	15.6	12,000
4	Stockpile at Birr.....	.....	.....	3,000
2	Stockpile at Strathburn.....	.....	.....	4,000
2	Stockpile at Paris.....	.....	.....	3,000
24	Stockpile at Waterford.....	.....	.....	3,500
24	Stockpile at St. George.....	.....	.....	3,500
2, 4	Stockpile at Lambeth.....	.....	.....	5,000
3	Stockpile at Wallacetown.....	.....	.....	5,000
TOTALS.....		21.0	21.0	45,000



Paving completed on section of Highway 401, serving as By-Pass for Woodstock, Ingersoll and London, District No. 2, London.

Crushed Gravel and Stone on Roads by Department Forces

Hwy. No.	Location	Tons on Road 85 Miles
2	1 mi. east of Strathburn to Lambeth, shouldering.....	6,000
3	Simcoe to Delhi, shouldering.....	2,000
3	Iona to Wallacetown, shouldering.....	3,500
24	Simcoe to Brantford, shouldering.....	3,000
	Miscellaneous shouldering.....	5,000
80	Walker's Crs. to Alvinston, gravel road.....	6,000
81	Jct. Hwys. No. 22 and No. 81 to Jct. Hwys. No. 7 and No. 81, gravel road.....	10,000
TOTAL.....		35,500

Bituminous Pavement Built

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. 1956-57	Tons Placed 1956-57
3	Iona to Wallacetown.....	5.01	1956	5.01	17,504
3	Delhi to Courtland.....	6.5	1956	6.5	24,610
3	Eagle to Kent County Line.....	8.33	1956	5.0	14,609
80	Glencoe to Walker's Crs.....	5.1	1956	5.1	12,981
5, 24	Paris to Howell's Crs.....	7.6	1956	2.5	13,579
401	Intersection Hwy. No. 401 and No. 74 (Ramps), completed.....	.....	1956	.....	1,248
401	Intersection Sweaburg Road and Hwy. No. 401, completed.....	.....	1956	.....	2,164
401	Hwy. No. 2 to Sweaburg Road.....	4.74	1956	4.0	44,628
401	Sweaburg Road to Hwy. No. 19.....	6.6	1956	6.6	65,043
401	Hwy. No. 19 to Dereham Town Line.....	5.0	1956	5.0	54,339

401	Dereham Town Line to Hwy. No. 73.....	5.9	1956	5.9	59,951
401	Hwy. No. 73 to W. Victoria Road.....	6.6	1956	6.6	66,461
401	W. Victoria Road to E. Dingman Creek.....	4.1	1956	4.1	51,574
401	E. Dingman Creek to Hwy. No. 4.....	5.2	1956	4.8	41,206
401	Intersection Hwy. No. 401 and Wellington Road, completed.....		1956		851
	TOTALS.....	70.68		61.11	470,748

Bituminous Resurfacing Old Pavements

Hwy. No.	Location	Miles Compl. 1956-57	Tons Placed 1956-57
3	Tillsonburg east and west, completed.....	3.5	10,753
22	Hickory Crs. to Wisbeach, completed.....	14.7	39,515
74	New Sarum to Belmont, base completed, no top.....	6.0	12,092
	TOTALS.....	24.2	62,360

Bituminous Prime on Gravel Surfaces

Hwy. No.	Location	Miles Compl. 1956-57	Gals. Bit. Used 1956-57	Tons Chips Used 1956-57
81	Hwy. No. 22 to Hwy. No. 7.....	15.6	46,800	950
80	Walker's Crs. to Alvinston.....	5.4	16,200	350
	TOTALS.....	21.0	63,000	1,300

Bridges Built

Hwy. No.	Location	Type
401	Mud Creek.....	Reinforced concrete, rigid frame
401	Dereham and Dorchester Twp. Road.....	Overpass, reinforced concrete (painted beam)
401	Intersection Hwy. No. 401 and Hwy. No. 74.....	Underpass, reinforced concrete (steel cages)
401	Intersection Hwy. No. 401 and Sweaburg Road (South Woodstock).....	Reinforced concrete overpass
401	Arch culvert, Reynolds Creek, N. Dorchester Twp.	Reinforced concrete
401	3-span culvert, Dingman Creek, Westminster Twp.	Reinforced concrete
401	Intersection Hwy. No. 401 and Wellington Road (South London).....	Reinforced concrete (hollow girder) underpass
401	Intersection Hwy. No. 401 and Hwy. No. 73.....	Reinforced concrete underpass
401	Intersection Hwy. No. 401 and Hwy. No. 4.....	Reinforced concrete underpass



Overpass of Highway 401, London-Woodstock By-Pass, for Putman's Sideroad (left) and C.P.R. line (right), London District.



Grading and granular base compaction, Highway 401, London-Woodstock By-Pass,
at junction Highway 19, south of Woodstock, London District.

Totals of Other Work Done in District No. 2

Type of Work	Number or Amt.	Tons	Miles
Calcium dust layer on gravel roads.....	.....	95.0	21.0
Calcium for de-icing roads.....	.....	3.0	15.0
Salt for de-icing roads, raw.....	.....	6,500.0	483.0
Salt in sand stockpiles.....	.....	8,690.0	.....
Sand for winter maintenance.....	.....	46,000.0	.....
Snowfencing erected, dismantled, stored.....	.....	.....	54.0
Snow hedges planted, 1956-57.....	.....	.....	1.0
King's Highways snowplowed and kept open.....	.....	.....	483.0
Shrubs received and planted (seedlings 12,000).....	18,516	.....	.....
Buildings erected.....	9	.....	.....
Roadside picnic places maintained.....	132	.....	.....
Off-road parks maintained.....	4	.....	.....
Scale houses maintained.....	1	.....	.....
Seeding by department forces.....(sq. yds.)	1,055,120	.....	.....
Zone painting, King's Highways.....(gals.)	4,305	.....	560.0
Signs erected, new or replacements.....	4,330	.....	.....
Traffic lights installed, 1956-57.....	2	.....	.....
Routine maintenance, King's Highways.....	.....	.....	483.0
Bridges painted.....	5	.....	.....

DISTRICT No.3—STRATFORD

L. D. BARRETT, District Engineer

Construction

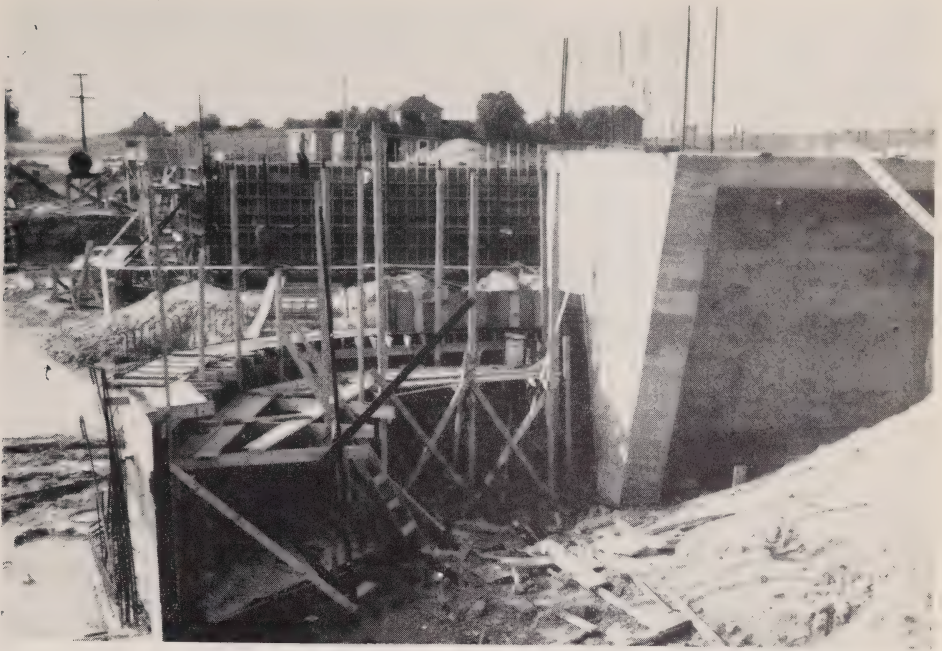
During the fiscal year ending March 31, 1957, work was completed on six carry-over contracts and four new contracts. Five contracts were started but not completed.

Grading, Culverts, and Granular Base was completed on the following sections of Highway:

Highway No. 8, Mitchell to Seaforth.

Highway No. 83, Farquhar to Russeldale.

Three Hot Mix paving contracts were completed, Highway No. 8, Clinton to Goderich, Highway No. 8, Mitchell to Seaforth and Highway No. 83, Exeter to Russeldale. One Resurfacing contract completed on Highway No. 4, Wingham to Blyth.



New Bridge over Little Maitland River, 10 miles north of Listowel on Highway 86, Stratford District.

A new Structural Plate Pipe Arch with a concrete drop inlet and concrete outlet flume, was constructed on Highway No. 21, North of Grand Bend, to try and correct a very serious erosion problem.

A Concrete Bridge was completed on Highway No. 86, West of Molesworth replacing a very narrow steel truss structure.

The weather conditions were very unfavourable during the summer months due to considerable rainfall and the progress on a number of contracts was slow.

Maintenance

Gravel was again applied to all primed gravel roads this year prior to the spring break-up and calcium chloride was spread also as soon as possible thereafter. The result was an early binding of these roads with little loss of fine material from traffic movement.

The Forestry Section was greatly helped by the purchase of a 20" one-man power saw late in the winter resulting in a quicker removal of undesirable timber. All the forestry section are now experienced tree climbers and work with the use of ropes, etc.

Repeated spraying against roadside weeds has shown excellent results. Weeds are now fewer than ever before which permits improved grass cutting operations.

More trees were planted this year than ever before and should offer more pleasing highway appearance in the years to come.

Five salt sheds were erected in 1956. Being of a substantial nature, they are much appreciated by the Patrols on which they were built. They allow for much speedier applications of salt on the roads when required compared to the costly and slow handling of bag salt.

Grading and Culverts

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. Previous Years	Miles Compl. 1956-57
86	Dorking easterly.....	5.7	1955	0.5	5.2
86	Molesworth westerly.....	6.5	1955	0.5	6.0
7, 8	New Hamburg Diversion, to be completed in 1957.....	6.3	1955	0.5	3.5
TOTALS.....		18.5		1.5	14.7

Granular Base Laid on New Grading

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. Previous Years	Miles Compl. 1956-57	Tons Placed 1956-57
8	Goderich easterly.....	5.1	1954	4.8	0.3	32
85	St. Jacobs, bridge approaches.....		1955			641
8	Mitchell, 0.7 mi. west of Dublin.....	4.8	1955	4.7	0.1	253
8	0.7 mi. west of Dublin to Seaforth.....	5.4	1955	1.5	3.9	93,950
86	Dorking easterly.....	5.7	1955	1.0	4.7	144,900
86	Molesworth westerly.....	6.5	1955		6.0	36,300
83	Russeldale to Farquhar.....	5.3	1955	3.0	2.3	53,838
7, 8	New Hamburg Diversion.....	6.3	1955		1.0	13,400
86	Hyslop Bridge.....		1956			4,000
87	Maitland River Bridge for detour and backfilling.....		1956			2,500
23, 97, 100	4 concrete culverts.....		1956			3,735
21	Culvert, reinforced concrete.....		1956			1,575
21	Pine River Bridge for detour....		1956			1,300
TOTALS.....		39.1		15.0	18.3	356,424

Hwy. No.

Granular Base Laid Where No Grading Was Done

4	Blyth to Wingham.....	11.4	1956		11.4	26,003
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Grading Baden-New Hamburg Diversion on Highway 7, Stratford District.



Grading north of Molesworth on Highway 86, Stratford District.

Hwy.
No.

Gravelling Contracts Not Including Granular Base

85	St. Jacob's Bridge, approaches	1955	.....	.....	450	
8	Mitchell to 0.7 mi. west of Dublin.....	4.8	1955	4.6	0.2	497
8	0.7 mi. west of Dublin to Sea- forth.....	5.4	1955	.....	5.4	11,525
86	Dorking easterly.....	5.7	1955	.....	5.7	13,800
86	Molesworth westerly.....	6.5	1955	.....	6.5	13,175
83	Russeldale to Farquhar.....	5.3	1955	.....	5.3	9,082
8	Clinton to Goderich.....	12.9	1956	.....	12.9	12,233
86	Hyslop Bridge, approaches.....	.....	1956	.....	.....	1,160
86	Maitland River Bridge, ap- proaches.....	.....	1956	.....	.....	105
23, 97, 100	4 concrete culverts.....	.....	1956	.....	.....	388
21	Reinforced concrete culvert.....	.....	1956	.....	.....	740
83	Exeter to Russeldale.....	11.12	1956	.....	11.12	22,090
8	Mitchell to Seaforth.....	10.6	1956	.....	10.6	29,550
4	Blyth to Wingham.....	11.4	1956	.....	11.4	15,206
9, 87	Harriston east to Wroxeter.....	14.0	1956	.....	14.0	9,998.75
7, 8	Stratford to Galt.....	35.0	1956	.....	35.0	9,997.37
84	Hensall to St. Joseph.....	11.0	1956	.....	11.0	7,990.42
86	Macton to Hwy. No. 7.....	20.0	1956	.....	20.0	14,999.92
97	South of Plattsville to Rose- ville.....	9.0	1956	.....	9.0	9,998.53
100	Thamesford to Hwy. No. 7.....	16.0	1956	.....	16.0	10,004.96
TOTALS.....		178.72		4.6	174.12	192,990.95

Crushed Gravel and Stone on Roads by Department Forces

Hwy. No.	Location	Tons on Road
7, 8, 19, 8	Stratford to Galt.....	1,997
83	Russeldale to Farquhar.....	150
87	Harriston to Wroxeter.....	2,999
83	Exeter to Russeldale.....	50
84	Hensall to St. Joseph.....	7,596
86	Dorking to Jct. Hwy. No. 7.....	8,003
97	Plattsville to Blackhorse.....	3,996
100	Thamesford to Jct. Hwy. No. 7.....	9,838
	TOTAL.....	34,629

Bituminous Pavement Built

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. 1956-57	Tons Placed 1956-57
85	St. Jacob's Bridge, approaches and deck....	.....	1955	.....	664
8	Clinton to Goderich.....	12.9	1956	12.9	29,471
21	Over reinforced concrete culvert.....	.....	1956	.....	355
83	Exeter to Russeldale, with patching on Hwy. No. 23 and No. 4.....	11.12	1956	11.12	33,140
8	Mitchell to Seaforth, with patching on Hwy. No. 23.....	10.6	1956	10.6	28,040
TOTALS.....		34.62		34.62	91,670

Bituminous Prime on Gravel Surfaces

Hwy. No.	Location	Miles Compl. 1956-57	Gals. Bit. Used 1956-57	Tons Chips Used 1956-57
83	Farquhar to Exeter.....	7.0	21,203	361.0
84	Hensall to St. Joseph.....	10.0	28,100	541.4
86	Bluevale easterly.....	4.0	12,384	255.2
86	5 mi. east of Dorking to Hwy. No. 7.....	20.0	55,290	1,026.6
97	South of Plattsville to Blackhorse.....	9.0	25,855	491.5
100	Thamesford to Hwy. No. 7.....	15.0	52,200	939.6
	Highway yard at Stratford.....	.....	3,331	24.9
8	Mitchell to 0.7 mi. west of Dublin, construction.....	4.8	20,480	.....
8	0.7 mi. west of Dublin to Seaforth, construction.....	5.4	19,550	.....
83	Russeldale to Farquhar, construction.....	5.3	20,675	.....
TOTALS.....		80.50	259,068	3,640.20

Right-of-Way Fences Erected

Hwy. No.	Location	Rods
8	0.7 mi. west of Dublin to Seaforth.....	500
86	Molesworth westerly.....	120
83	Russeldale to Farquhar.....	680
7, 8	New Hamburg Diversion.....	3,750
21	2 culverts south of Grand Bend.....	53
4	Clinton to Wingham North.....	1,043
21	Amberley to Kincardine.....	519
23	Listowel to Palmerston.....	145
86	Bluevale to Molesworth.....	40
7	St. Mary's to Prospect Hill.....	561
7	Prospect Hill to Elginfield.....	47
TOTAL.....		7,458



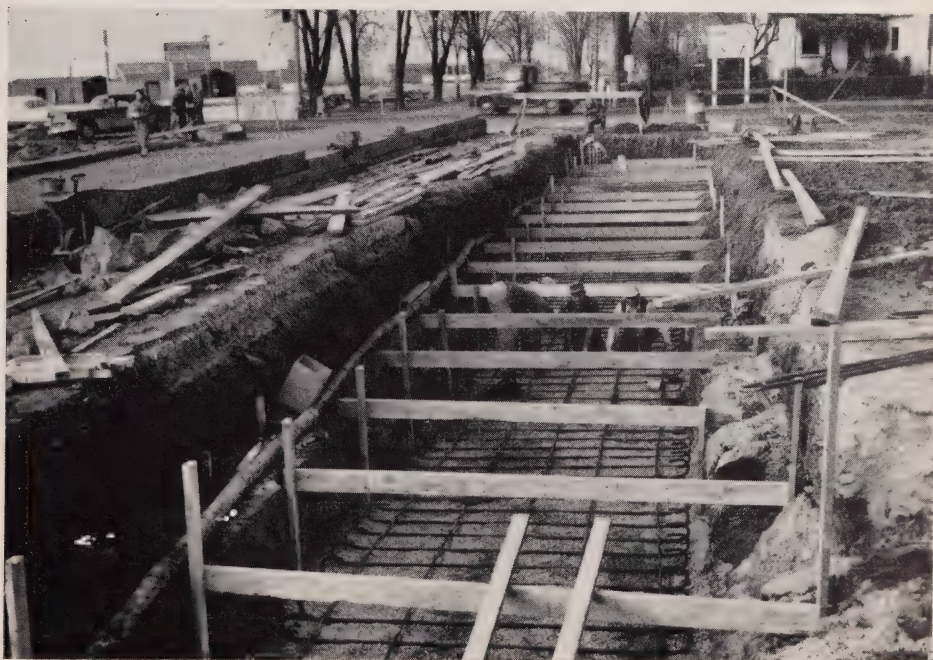
Completed paving one mile southeast of Goderich on Highway 8, Stratford District.

Bridges Built

Hwy. No.		Type
86	Hyslop Bridge.....	Concrete with steel deck beams
87	Maitland River Bridge Overflow.....	Concrete rigid frame

Totals of Other Work Done in District No. 3

Type of Work	Number or Amt.	Tons	Miles
Calcium dust layer on gravel roads.....	.....	442.5	.....
Salt for de-icing roads, raw.....	.....	6,036.0	.....
Salt in sand stockpiles.....	.....	2,075.0	.....
Sand for winter maintenance.....	.....	84,977.40	.....
Snowfencing erected, dismantled, stored.....	.....	.....	153.3
King's Highways snowplowed and kept open.....	.....	.....	549.0
Shrubs received and planted.....	25,594	.....	.....
Buildings erected.....	7	.....	.....
Roadside picnic places maintained.....	296	.....	.....
Seeding by department forces.....(sq. yds.)	873,280	.....	.....
Zone painting, King's Highways.....(gals.)	4,270	.....	503.6
Signs erected, new or replacements.....	1,900	.....	.....
Traffic lights installed, 1956-57.....	3	.....	.....
Automatic signals at R.R. crossings, 1956-57.....	1	.....	.....
Routine maintenance, King's Highways.....	.....	.....	549.0
Bridges painted.....	12	.....	.....



Early work on Geneva St. Bridge on Queen Elizabeth Way at St. Catharines, Hamilton District.

DISTRICT No. 4—HAMILTON**R. E. RICHARDSON, District Engineer****Construction**

In order to increase the Annual Programme, construction of eleven structures have been proceeded with throughout the winter months and very satisfactory results have been obtained. Certain bridges have been backfilled and approach fills constructed during the winter. This operation, if carefully handled, can produce a satisfactory result.

Work on the Burlington Skyway has proceeded throughout the winter and has now reached the steel erection stage.

Maintenance

Routine maintenance was carried out on 598.50 miles of King's Highways in District No. 4, Hamilton, as follows: 516.91 miles of 2 lane highway; 62.01 miles of 4 lane divided highway; 19.58 miles of 4 lane undivided highway; and an additional 8.73 miles of interchange legs and ramps.

The major portion of our pavement patching program was handled under four hot mix patching contracts using a modified HL4 mix rather than HL3 previously used on this work. The HL4 handled well in placing and appears to provide a better driving surface, being "spreader laid" and it enables the District to complete the required pavement repairs early in the season before the heavy traffic of the summer season.

As in previous years winter sanding operations were handled under eight sanding contracts. The salt content of the sand was increased this season, thus not eliminating but reducing raw chemical applications considerably. The reaction of the treated sand was rapid and generally the standard of storm road conditions was improved.

Grading and Culverts

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. Previous Years	Miles Compl. 1956-57
5	East and west of Peter's Crs.....	4.84	1955	4.84	.....
6	Hamilton to Ryckman's Crs.....	1.80	1955	.....	1.80
6	Ryckman's Crs. to Mount Hope.....	4.00	1955	.....	4.00
QEW	Fort Erie to Peace Bridge.....	0.74	1956	.....	0.74
QEW	Geneva St., St. Catharines.....	0.72	1956	.....	0.72
56	Binbrook southerly.....	2.02	1956	.....	2.02
QEW	Hwy. No. 2, overpass, Burlington.....	0.51	1956	.....	0.51
QEW	North approaches to Burlington Bridge.....	0.50	1956	.....	0.50
QEW	South approach High Level Bridge, Winder- mere St. N.....	1.02	1956	.....	1.02
QEW	South end High Level Bridge, southerly.....	1.02	1956	.....	1.02
2	Cainsville, work in progress, Mar. 31, 1957...	0.87	1956	.....	.....

Development Road

Cayuga to Dunnville, Project No. M.D. 56-182, County of Haldimand Rd. No. 17.	11.11	1956-57	.....	.....
TOTALS.....	29.15		4.84	12.33



Channelization at approach to International Peace Bridge to Buffalo, N.Y., at Fort Erie, southwest terminus of Queen Elizabeth Way, Hamilton District.



New Bridge over Lynn River at Simcoe on Highway 3, Hamilton District.



Heavy grading on Highway 403, in Nelson Township, Hamilton District.

Granular Base Laid on New Grading

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. 1956-57	Tons Placed 1956-57
6	Hamilton to Ryckman's Crs.....	1.80	1955	1.80	44,459
6	Ryckman's Crs. to Mount Hope.....	4.00	1955	4.00	258,338
QEW	Hwy. No. 2 Overpass to Burlington.....	0.51	1956	0.51	11,593
QEW	Fort Erie to Peace Bridge.....	0.74	1956	0.75	39,233
56	Binbrook southerly.....	2.02	1956	2.02	35,500
2	Cainsville.....	0.87	1956	.....	39,300
QEW	Geneva St., St. Catharines.....	0.72	1956	.....	1,600
TOTALS.....		10.66		9.08	430,023

Gravelling Contracts Not Including Granular Base

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. Previous Years	Miles Compl. 1956-57	Tons Placed 1956-57
QEW	Lundy's Lane to Sodom Road.....	8.00	1955	8.00	.....	22,937
QEW	Sodom Road to Fort Erie.....	9.40	1955	9.40	.....	20,519
5	East and west of Peter's Crs.....	4.84	1955	4.84	.....	14,097
6	Hamilton to Ryckman's Crs.....	1.80	1955	.....	1.80	6,445
6	Ryckman's Crs. to Mount Hope.....	4.00	1955	.....	4.00	10,955
53	Duff's Crs. to Ryckman's Crs.....	6.80	1955	6.80	.....	4,996
QEW	Fort Erie to Peace Bridge.....	0.74	1956	.....	0.74	1,989
56	Binbrook southerly.....	2.02	1956	.....	2.02	6,492
52	Hwy. No. 99 to Hwy. No. 5, stockpiled.....	.....	1956	.....	.....	2,000
54	Caledonia to 4 mi. west of Onondaga, stockpiled.....	.....	1956	.....	.....	2,900
97	2 mi. west of Hwy. No. 52 to 2 mi. east of Hwy. No. 52, stockpiled.....	.....	1956	.....	.....	5,100
TOTALS.....		37.60		29.04	8.56	98,430

Hwy. No.

Bituminous Pavement Built

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. Previous Years	Miles Compl. 1956-57	Tons Placed 1956-57
5	East and west of Peter's Crs.....	4.84	1955	3.00	1.84	15,084
6	Hamilton to Ryckman's Crs.....	1.80	1955	.....	1.80	15,229
6	Ryckman's Crs. to Mount Hope.....	4.00	1955	.....	4.00	36,989
53	Duff's Crs. to Ryckman's Crs.....	6.80	1955	.....	6.80	6,964
QEW	Fort Erie to Peace Bridge.....	0.74	1956	.....	0.74	7,176
56	Binbrook southerly.....	2.02	1956	.....	2.02	5,400
TOTALS.....		20.20		3.00	17.20	86,842



Grading and paving, Highway 6, Hamilton District, facing north from Mount Hope.

Bituminous Cold Mix Surface Patching, (Road Mix Mulch)

	Tons Placed 1956-57
Various by District forces.....	3,371

Bituminous Resurfacing Old Pavements

Hwy. No.	Location	Miles Compl. 1956-57	Tons Placed 1956-57
24	In town of Port Dover.....	1.00	2,380

Hot Mix Patching

Vicinity of St. Catharines, Hwys. No. 8, 58, scattered patching.....	7.97	7,975
Vicinity of Welland, Hwys. No. 3, 3A, 20, 58, scattered patching....	9.97	9,975
Vicinity of Jarvis and Hamilton, Hwys. No. 3, 6, 8, 53, 56, scattered patching.....	14.99	14,990
Vicinity of Acton, Hwys. No. 7, 25, scattered patching.....	10.99	10,990
TOTALS.....	44.92	46,310

Crushed Gravel and Stone on Roads by Department Forces

Hwy. No.	Location	Tons on Road
QEW	Burlington to Fort Erie.....	1,312
2	Oakville to Brantford.....	867
3	Fort Erie to Simcoe.....	1,807
3A	Beckett's Bridge to Welland..	328
3C	Fort Erie to Ridgeway.....	165
5	Trafalgar to Brant Co. Line.....	1,112
6	Port Dover to Guelph.....	706
7	Guelph to Hwy. No. 10.....	656

8	Galt to Niagara Falls.....	1,742
8A	St. Davids to Queenston.....	131
20	Burlington to Niagara Falls.....	982
24	Simcoe to Port Dover.....	204
25	QEW to Hwy. No. 7.....	597
52	Hwy. No. 2 to Hwy. No. 97.....	456
53	Hwy. No. 20 to Hwy. No. 2.....	262
54	Cayuga to Cainsville.....	721
55	Hamilton to Hwy. No. 53.....	57
56	Elfrida to Hwy. No. 3.....	74
57	Bismark to Beckett's Bridge.....	268
58	Hwy. No. 20 to Hwy. No. 8.....	284
97	Hwy. No. 6 to Galt.....	307
99	Dundas to Hwy. No. 24.....	84
TOTAL.....		13,122

Totals of Other Work Done in District No. 4

Type of Work	Number or Amt.	Tons	Miles
Calcium dust layer on gravel roads.....		24.9	
Salt for de-icing roads, raw.....		1,850.0	
Salt in sand stockpiles.....		4,985.0	
Sand for winter maintenance.....		63,460.0	
Snowfencing erected, dismantled, stored.....			66.84
King's Highways snowplowed and kept open.....			598.50
Shrubs received and planted.....	1,350		
Buildings erected.....	1		
Roadside picnic places maintained.....	29		
Off-road parks maintained.....	1		
Scale houses maintained.....	6		
Seeding by department forces.....(sq. yds.)	518,000		
Zone painting, King's Highways.....(gals.)	10,115		841.70
Signs erected, new or replacements.....	7,678		
Traffic lights installed, 1956-57.....	3		
Automatic signals installed at R.R. crossings, 1956-57.....	1		
Routine maintenance, King's Highways.....			598.50
Bridges built.....	5		

DISTRICT No. 5—OWEN SOUND

F. B. WHITELEY, District Engineer

Construction

There were no unusual difficulties encountered this year on our Construction Projects. On Hot Mix Paving contract this year, Owen Sound to Woodford, the Contractor used a new Automatic Mixing Plant of 5,000 lbs. capacity. The batch can be set and the box locked by the Inspector, assuring a constant set mix for every batch. We were very favourably impressed with the operation of this plant.

Maintenance

Red Flashing Lights were installed on Highway No. 9 at Arthur at the Jct. of Highways No's. 6 and 9.

Four new bulk storage salt sheds were erected on the district by District forces. These were erected at Singhampton, Shelburne, Arthur and Kinloss.

Division forces completed 4.5 miles of mulch on Highway No. 6 from 14.0 miles south of Tobermory to 18.5 miles south of Tobermory.

Construction was started on a new 5-bay Patrol Garage at Arthur and was scheduled to be completed in 1957. Also a new District Office was built at the same location as the District Garage, Heated Storage, Unheated Storage and Paint Shop and has been in use since January of 1957.

Grading and Culverts

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. Previous Years	Miles Compl. 1956-57
6	Tobermory, 14 mi. south to 18.5 mi. south....	4.5	1955	4.2	0.3
26	Owen Sound to Woodford.....	9.3	1955	9.0	0.3
89	Rosemount to Primrose.....	8.6	1956	.....	7.7
6	Guelph to Fergus.....	9.9	1956	.....	0.4
TOTALS.....		32.3		13.2	8.7

Granular Base Laid on New Grading

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. Previous Years	Miles Compl. 1956-57	Tons Placed 1956-57
6	Tobermory, 14 mi. south to 18.5 mi. south.....	4.5	1955	4.2	0.3	2,077
89	Rosemount to Primrose.....	8.6	1956	.....	6.3	179,600
TOTALS.....		13.1		4.2	6.6	181,677

Granular Base Laid Where No Grading Was Done

21	Underwood to Southampton, one diversion only.....	0.6	1956	.....	0.6	4,840
9	Arthur, Jct. of Hwy. No. 9 and No. 104.....	11.57	1955	1.0	10.57	163,169
26	Thornbury to Collingwood.....	13.0	1956	.....	13.0	508
TOTALS.....		25.17		1.0	23.63	168,517

Gravelling Contracts Not Including Granular Base

6	Tobermory, 14 mi. south to 18.5 mi. south.....	4.5	1955	4.2	0.3	2,077
26	Owen Sound to Woodford.....	9.3	1955	9.0	0.3	600
89	Rosemount to Primrose.....	8.6	1956	.....	6.3	12,000
21	Underwood to Southampton.....	13.92	1955	5.0	8.92	14,034
9	Arthur to Jct. of Hwy. No. 9 and No. 104.....	11.57	1955	1.0	10.57	44,044
26	Thornbury to Collingwood.....	13.0	1956	.....	13.0	10,117
6	Warton to 22 mi. south of Tober- mory.....	31.0	1956	.....	31.0	19,996
26	Erin to Orangeville.....	15.0	1956	.....	15.0	9,993
TOTALS.....		106.89		19.2	85.39	112,861



Paving operations on Highway 9, Owen Sound District, 8 miles east of Arthur.

Crushed Gravel and Stone on Roads by Department Forces

Hwy. No.	Location	Tons Stockpiled
6	Wiarton to 18.5 mi. south of Tobermory.....	20,000
24, 51	Erin to Caledon.....	10,000
TOTAL.....		30,000

Bituminous Pavement Built

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. Previous Years	Miles Compl. 1956-57	Tons Placed 1956-57
21	Underwood to Southampton.....	13.92	1955	7.0	6.92	23,038
6	Kenilworth to Mount Forest.....	6.02	1956	.....	6.02	16,030
26	Owen Sound to Woodford.....	9.60	1956	.....	9.60	23,712
TOTALS.....		29.54		7.0	22.54	62,780

Bituminous Cold Mix Surface (Road Mix Mulch)

Hwy. No.	Location	Miles Compl. 1956-57	Tons Placed 1956-57
6	14 mi. south of Tobermory to 18.5 mi. south of Tobermory.....	4.5	6,130

Bituminous Resurfacing Old Pavements

Hwy. No.	Location	Miles Compl. 1956-57	Tons Placed 1956-57
26	Thornbury to Collingwood.....	13.0	16,127
9	Arthur to Jct. Hwy. No. 104.....	11.57	28,823
TOTALS.....		24.57	44,950

Bituminous Prime on Gravel Surfaces

Hwy. No.	Location	Miles Compl. 1956-57	Gals. Bit. Used 1956-57	Tons Chips Used 1956-57
6	18.5 mi. south of Tobermory to 1 mi. north of Wiarton.	37.0	85,214	2,300
91	Stayner to Duntroon.....	5.0	15,042	265
24	Erin to Orangeville.....	12.0	38,029	836
51	Caledon to Coulterville.....	2.5	7,521	132
4	Durham, Southampton Cut-off to Priceville.....	5.0	9,516	385
		3.0	6,439	77
TOTALS.....		64.5	161,761	3,995



Grading and culverts project, Highway 26, at 6.5 miles east of Owen Sound, District No. 5.



Grading and mulch paving on Highway 6, Owen Sound District, 18 miles south of Tobermory.



Completed paving and zoning, Highway 21, Owen Sound District, 3.5 miles south of Port Elgin.

Totals of Other Work Done in District No. 5

Type of Work	Number or Amt.	Tons	Miles
Calcium dust layer, gravel roads.....	.....	272	59.50
Salt for de-icing roads, raw.....	.....	8,980	489.02
Salt in sand stockpiles.....	.....	525	.....
Sand for winter maintenance.....	.....	14,400	.....
Snowfencing, erected, dismantled, stored.....	.....	.....	166.00
Snow hedges planted, 1956-57.....	.....	.....	1.50
King's Highways snowplowed and kept open.....	.....	.....	489.02
Buildings erected, 1956-57.....	5	.....	.....
Roadside picnic places maintained.....	97	.....	.....
Scale houses maintained.....	2	.....	.....
Seeding by department forces..... (sq. yds.)	67,760	.....	.....
Zone painting, King's Highways.....	.....	.....	411.57
Signs erected, new or replacements.....	4,082	.....	.....
Routine maintenance, King's Highways.....	.....	.....	489.02
Bridges painted.....	6	.....	.....

DISTRICT No. 6—TORONTO**J. B. WILKES, District Engineer****Construction**

Once again in this fiscal year, our main efforts were concentrated on Hwy. No. 401. Four major paving contracts were completed between Bayview Avenue and the junction of Hwy. No. 401 and Hwy. No. 2. That portion of Hwy. No. 401, extending for 11.78 miles, was completed with granular base and paved with 4" of H.L.8, over which was laid a 1½" top course of H.L.1, for a dual width throughout of 23' on both the east and west bound lanes. In addition, five structures, mostly started during the previous year, were completed, viz.: Warden Ave., Underpass; Don River Bridge; C.P.R. Overhead; McCowan's Road Overpass; Meadowvale Overpass. Therefore, the Hwy. No. 401 portion of the Toronto Interceptor or By-Pass can now be considered completed.

District efforts in connection with the construction of the Trans-Canada Highway included commencement of grading and culvert operations on Hwy. No. 12 at the south end of the Orillia By-Pass. An underpass was constructed at Lot 12, Con. 2, Orillia Twp., being the junction of Hwy. No. 11 and the south end of the Orillia By-Pass.

With a view to relieving periodical traffic congestion, an underpass was constructed on Hwy. No. 27 at the Ontario Jockey Club and the east approach to that structure was graded and paved.

Under the supervision of engineering consultants, considerable work was done on the Lakeshore Expressway, Hwy. No. 2. Work on the Humber River bridge was 85% completed, all steel being placed and a start made on the decking. Approximately 75% of the T.T.C. overpass was completed and a start made on the westbound lane overpass at Ramp "A" on the Queen Elizabeth Way.

Work commenced during the past year on the Queen Elizabeth Way, extending from Sheridan to Oakville, was continued and brought to completion by the construction of service roads throughout the area of the project. Service roads were also completed from the Dixie Sideroad to the Credit River.

Grading and paving were continued at the Department of Highways' building at Downsview. A new service road was constructed from that building to Wilson Ave.



Resurfacing, four miles south of Atherly on Highway 12, Trans-Canada, Toronto District.



Zone striping and channelization facing north at New Woodbine road entry on Highway 27, Toronto District.

Maintenance

Hot mix bituminous resurfacing was undertaken on Hwy. No. 26 from Barrie to Minesing, and on Hwy. No. 27 from Midhurst to Waverly. Considerable hot mix patching was carried out on Hwys. Nos. 7, 9, 11, 27, 50 and 401.

Prime dust layer treatment was applied to indicated sections of the following roads: Hwy. No. 2, through the Village of Pickering; Hwy. No. 48, Ballantrae to Baldwin, 16 miles; Hwy. No. 93, from Crown Hill north, 8 miles; Hwy. No. 103, T.C., Waubashene to Port Severn, 4.59 miles; Secondary Road No. 501, Port Severn to Honey Harbour, 9 miles.

Traffic lights were installed at the following locations: Keele St. and Hwy. No. 401; Dixie Sideroad and Hwy. No. 2; Lansing Sideroad and Hwy. No. 2; Hwy. No. 90 at Nottawasaga Bridge; Hwy. No. 5 at Mississauga Rd.; Hwy. No. 5 at Royden Drive; Queen Elizabeth Way and Oakville Sideroad; Queen Elizabeth Way and Dixie Sideroad; Hwy. No. 7 and Malton Sideroad; Hwy. No. 7 and Kennedy Road, Brampton; Lakeshore Expressway, Queen Elizabeth Way and Hwy. No. 2.

Automatic Protection was also installed at the following R.R. crossings: C.P.R. on Hwy. No. 48, 1.8 miles east of Agincourt; C.P.R. on Hwy. No. 50, 1.3 miles south of Bolton; C.P.R. on Hwy. No. 48 at Brown's Corners; C.N.R. on Hwy. No. 89 at Cookstown.

Highway Weigh Scales were installed on Hwy. No. 5 west of Cooksville.

A Four-Bay 40' x 80' Storage Building was erected on Hwy. No. 400 three miles north of Hwy. No. 88.

A 50' x 101' Police Garage was also erected on Hwy. No. 400 at Sheppard Ave.

Patrol Garages were built at Beaverton and Coldwater on Hwy. No. 12.

The following bridges were repainted during the year: Highland Creek, on Hwy. No. 401; Rouge River Bridge, on Hwy. No. 2; Edenvale Bridge, on Hwy. No. 26; Nicholson Bridge, on Hwy. No. 89; Wasaga Beach Bridge, on Hwy. No. 92.

Very extensive repairs to the bridge deck of Hogg's Hollow high level bridge on Hwy. No. 401 were carried out during the year.

In conjunction with these repairs approximately 2,300.1 ft. of Security Linck Fence was placed beneath the Bridge on the property of the Municipal Golf Course.

Grading and Culverts

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. Previous Years	Miles Compl. 1956-57
12	Brooklin to Manchester.....	10.99	1955	4.10	6.89
27	Kleinberg to Bells Lake.....	3.40	1955	1.70	1.70
27	Bells Lake to Schomberg.....	3.98	1955	.....	3.98
27	Q.E.W. to Hwy. No. 5.....	1.60	1955	1.07	.53
88	Bradford to Bondhead.....	5.41	1955	1.63	3.78
93	Craighurst north.....	4.30	1955	.60	3.70
93	Waverly south.....	6.04	1955	5.34	.70
401	Don Mills to Bayview.....	2.40	1955	2.00	.40
103 T.C.	Waubashene to Port Severn, T.C.H. Project 01-2.....	4.70	1956	.....	3.00

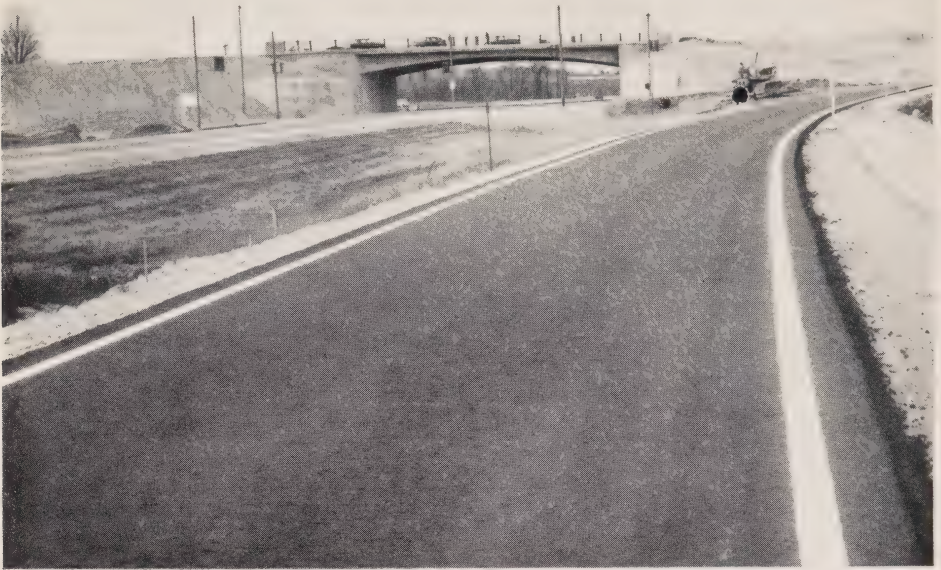
12	T.C. S. Orillia By-Pass, T.C.H. Project 01-3....	3.30	1956	.....	1.65
2	Port Credit to Clarkson.....	2.70	1956	.....	2.70
11	Orillia By-Pass to Washago By-Pass.....	5.40	1956	.....	5.40
400	Culvert repairs north of Hwy. No. 88.....	.....	.....	.....	.....
TOTALS.....		54.22		16.44	34.43

Granular Base Laid on New Grading

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. Previous Years	Miles Compl. 1956-57	Tons Placed 1956-57
12	Brooklin to Manchester.....	10.99	1955	4.10	6.89	16,749
27	Kleinberg to Bells Lake.....	3.89	1955	.....	3.89	73,127
27	Bells Lake to Schomberg.....	3.40	1955	1.70	1.70	109,157
88	Bradford to Bondhead.....	5.41	1955	1.83	3.58	30,691
93	Waverly south.....	6.04	1955	5.34	.70	64,793
93	Craighurst north.....	4.30	1955	.60	3.70	77,287
401	Don Mills to Bayview.....	2.40	1955	1.74	.66	39,700
11	Orillia By-Pass to Washago By-Pass.....	5.40	1956	.....	5.40	51,490
401	Kennedy Road, structure ap- proaches.....	.....	.....	.....	.....	400
401	Don Mills Road, structure approaches.....	.....	.....	.....	.....	17,086
401	Warden Ave., structure ap- proaches.....	.....	.....	.....	.....	18,853
401	Don River Bridge, structure approaches.....	.....	.....	.....	.....	4,609
401	Meadowvale Road, structure approaches.....	.....	.....	.....	.....	3,024
401	C.P.R. Overhead, structure approaches.....	.....	.....	.....	.....	28,324
401	Hwy. No. 401 and No. 2A, structure approaches.....	.....	.....	.....	.....	14,506
401	McCowans Road, structure approaches.....	.....	.....	.....	.....	24,885
11	Hwy. No. 12 and Orillia By- Pass, structure approaches....	.....	.....	.....	.....	29,600
11	Hwy. No. 11 and S. Orillia By- Pass, structure approaches....	.....	.....	.....	.....	31,130
27	Ontario Jockey Club, struc- ture approaches.....	.....	.....	.....	.....	6,517
2	Lakeshore Expressway, abut- ment backfill.....	.....	.....	.....	.....	2,234
92	Wye River, structure approaches.....	.....	.....	.....	.....	602
TOTALS.....		41.83		15.31	26.52	644,764

Granular Base Laid Where No Grading Was Done

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. 1956-57	Tons Placed 1956-57
401	Bayview to Don Mills.....	2.40	1955	2.40	152,930
401	Don Mills to Kennedy Road.....	2.68	1955	2.68	199,040
401	Kennedy Road to Neilsons Road.....	3.30	1955	3.30	217,205
401	Neilsons Road to Hwy. No. 2.....	3.40	1955	3.40	210,749
27	Kleinberg to Schomberg.....	11.10	1956	11.10	21,980
12	Waubashene to Port McNicoll.....	12.68	1955	12.68	90,974
TOTALS.....		35.56		35.56	892,878



Underpass on Orillia By-Pass, Highway 11, Toronto District, showing zone striping shoulder bars on leg of traffic interchange.

Gravelling Contracts Not Including Granular Base

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. 1956-57	Tons Placed 1956-57
48	Baldwin to Ballantrae.....	16	1956	16	19,984
2	Various locations.....				677
11	" "				21,910
12	" "				50,090
26	" "				883
27	" "				50,640
48	" "				520
88	" "				12,208
93	" "				14,207
122	" "				10,379
400	" "				380
401	" "				70,129
Q.E.W.	" "				13,875
2	D.H.O. Downsview.....				1,226
2	Ontario Hospital, New Toronto.....				460
2	Lakeshore Expressway.....				463
TOTALS.....		16		16	268,031

Bituminous Pavement Built

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. Previous Years	Miles Compl. 1956-57	Tons Placed 1956-57
401	Bayview to Don Mills.....	2.40	1955	.....	2.40	30,720
401	Don Mills to Kennedy Road....	2.68	1955	.....	2.68	52,657
401	Kennedy Road to Neilson.....	3.30	1955	.....	3.30	36,398
401	Neilson to Hwy. No. 2.....	3.40	1955	.....	3.40	37,735



New paving and signing on Highway 27, near Kleinburg junction Highway 49, Toronto District.

12	Brooklin to Manchester.....	10.99	1955	4.10	6.89	27,622
27	Richdale Road to Rexdale.....	3.12	1955	.....	3.12	28,500
88	Bradford to Bondhead.....	5.20	1956	.....	5.20	15,235
27	Kleinberg to Schomberg.....	11.10	1956	.....	11.10	34,390
47	In Stouffville.....	.76	1956	.....	.76	3,342
401	Hwy. No. 401 and Markham Road, cloverleaf legs.....	.....	1956	.....	.....	4,436
400	Decelerating Lanes, Sheppard Ave.....	.....	1956	.....	.....	480
27	Ontario Jockey Club, clover- leaf legs.....	.....	1956	.....	.....	1,818
TOTALS.....		42.95		4.10	38.85	273,333

Bituminous Cold Mix Surface (Road Mix Mulch)

Hwy. No.	Location	Miles Compl. 1956-57	Tons Placed 1956-57
	Various isolated patching.....	.....	3,302
48	Road Mix Mulch.....	10.40	24,500
TOTALS.....		10.40	27,802

Bituminous Resurfacing Old Pavements

12	Waubaushene to Port McNicoll.....	12.86	28,173
26	Barrie to Minesing.....	2.20	7,640
27	Midhurst to Elmvale.....	5.88	10,221
27	Elmvale to Weybridge.....	3.80	8,676
7 }			
11 }	Hot mix patching.....	.....	1,490
90 }			
27 }			
50 }	Hot mix patching.....	.....	1,150
401 }			
7 }			
9 }	Hot mix patching.....	.....	2,500
50 }			
	Bridge approaches.....	.....	2,100
TOTALS.....		24.74	51,950

Bituminous Surface Treatment

Hwy. No.	Location	Miles Compl. 1956-57	Gals. Bit. Used 1956-57	Tons Chips Used 1956-57
48	Baldwin south.....	8.50	14,800	903.50

Hwy.
No.**Bituminous Prime on Gravel Surfaces**

48	Baldwin to Ballantrae.....	16.00	45,328	922.40
93	Crown Hill north.....	8.00	22,664	461.20
103 T.C.	Waubashene to Port Severn.....	4.59	12,748	259.40
2	Through Pickering Village.....	1.41	4,225	86.76

Secondary Road

501	Port Severn to Honey Harbour.....	9.00	25,497	518.85
	TOTALS.....	39.00	110,462	2,248.61

Totals of Other Work Done in District No. 6

Type of Work	Number or Amt.	Tons	Miles
Crushed gravel and stone, by department forces.....		4,573.5	
Salt for de-icing roads, raw.....		12,480.0	
Salt in sand stockpiles.....		5,903.45	
Sand for winter maintenance.....		118,069.0	
Snowfencing erected, dismantled, stored.....			146.97
King's Highways snowplowed and kept open.....			897.81
Secondary roads snowplowed and kept open.....			9.00
Shrubs received and planted.....	44,057		
Buildings erected.....	2		
Roadside picnic places maintained.....	164		
Scale houses maintained.....	2		
Seeding by department forces..... (sq. yds.)	871,200		
Zone painting, King's Highways..... (gals.)	14,540		1,222.20
Signs erected, new or replacements.....	6,984		
Traffic lights installed, 1956-57.....	11		
Automatic signals at R.R. crossings, installed during 1956-57..	4		
Routine maintenance, King's Highways.....			698.38
Routine maintenance, secondary roads.....			9.00
Bridges built.....	9		
Bridges painted.....	5		



Resurfacing, one mile west of Midhurst on Highway 26, Toronto District.

DISTRICT No. 7—PORT HOPE**H. D. DUFF, District Engineer****Construction**

During this fiscal year, the grading was started on 9.1 miles of Hwy. No. 401, between Trenton and Brighton. The piers and abutments were completed on the Trent River bridge, which will have a total length of 640 feet; and the erection of the structural steel is well under way. The contract for a traffic interchange at the junction of Highways No. 401 and 33, and for two overpasses at, respectively, the Canadian National Railway right-of-way and the county road west of Hwy. No. 33, was completed.

Hwy. No. 35 is under construction northerly from Hwy. No. 115 in two contracts of approximately 5.5 miles each, and the base course pavement is completed on the remaining 7.0 miles into the Town of Lindsay.

Two Trans-Canada Highway grading contracts were started on Hwy. No. 7, one being from Oakwood to Lindsay and the other on the Lindsay By-Pass.

Contracts were awarded for the Union Creek bridge on Hwy. No. 121, and on the Shelter Valley Creek Diversion on Hwy. No. 2.

Maintenance

Routine maintenance was carried out on 546.6 miles of King's Highways and 94.1 miles of Secondary Highways.



New Bridge at Bobcaygeon, Highway 36, Port Hope District. This fine structure spans Surgeon Lake Narrows.

A hydraulically operated Backhoe, received on the district this year, enabled us to extend ditching operations and replaced hired equipment on various day labour projects.

The construction of two more bulk salt storage buildings further decreased the amount of bagged salt handled.

Approximately 80 miles of our busiest highways were zone painted late in the fall for a second time and the markings on these sections remained throughout the winter.

Grading and Culverts

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. Previous Years	Miles Compl. 1956-57
401, 33	From C.N.R. west of Trent River easterly to road allowance between Twps. of Murray and Sydney including interchange.....	1.5	1955	.....	1.50
401	From C.N.R. west of Trenton to 4.6 mi. westerly.....	4.6	1956	.....	.....
401	Hwy. No. 30 to 4.5 mi. easterly.....	4.53	1956	.....	.....
35	Lindsay south 7 mi.	7.0	1955	2.0	5.00
35	Jct. Hwy. No. 35 and No. 7A northerly 5.4 mi.	5.44	1956	.....	.....
35	Jct. Hwy. No. 35 and No. 115 to Jct. Hwy. No. 35 and No. 7A.....	7.03	1956	.....	.....
36	Lindsay to Dunsford.....	8.14	1955	4.0	4.14
45	Roseneath northerly.....	7.30	1956	.....	4.00
	7 T.C. Oakwood to 2 mi. west of Lindsay.....	3.54	1956	.....	.....
	7 T.C. Approx. 1,000' east of Jct. Hwy. No. 7 and No. 35 to 2 mi. west of Lindsay.....	5.26	1956	.....	.....
115	Newcastle Jct. to Jct. Hwy. No. 2 and No. 115.....	5.50	1955	0.5	5.50
121	Jct. Hwy. No. 500 and No. 121.....	0.74	1956	.....	0.74
2	Grafton Cemetery Crs. to 1.25 mi. east.....	1.25	1956	.....	.....

Secondary Roads

500	Bobcaygeon to Jct. Hwy. No. 121, day labour.....	1.2	1956	.....	1.20
503	Kirkfield to Kinmount, day labour.....	3.0	1956	.....	3.00
TOTALS.....		66.03		6.5	25.08

Granular Base Laid on New Grading

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. Previous Years	Miles Compl. 1956-57	Tons Placed 1956-57
401	From C.N.R. west of Trent River to road allowance between Twps. of Murray and Sydney.....	1.50	1955	.....	1.5	17,000
35	Lindsay to 7 mi. south.....	7.00	1955	2.0	5.0	90,000
35	Jct. Hwy. No. 7A and No. 35 northerly.....	5.44	1956	.....	.....	1,150
401	Bowmanville Interchange.....	0.50	1955	0.4	0.1	500
115, 2	Newcastle Interchange.....	3.50	1955	0.50	3.00	57,000
46	Eldon Stn. to Kirkfield.....	6.34	.....	6.34	.....	16,000
45	Roseneath northerly.....	7.30	.....	.....	4.0	70,000
401	Overhead over County Road between Lots 4 and 5, Con. 2, Murray Twp.....	.....	1956	.....	.....	5,600
121	Kinmount Bridge.....	.....	1956	.....	.....	3,000
121	Jct. S.R. No. 500 and Hwy. No. 121.....	.....	1956	.....	.....	9,150
TOTALS.....		31.58		9.24	13.60	269,400

Hwy. No.	Gravelling Contracts Not Including Granular Base				
7 T.C.	Indian River to Norwood.....	9.0	1956	9.0	3,000
35	Powles Crs. to Jct. Hwy. No. 35A.....	7.0	1956	7.0	10,000
121	Fenelon Falls to Fell Stn.	16.0	1956	16.0	10,000
45	Roseneath to Norwood.....	13.0	1956	13.0	2,000
2	Cobourg to Colborne.....	7.0	1955	2.0	3,000
35	Lindsay south.....	8.14	1955	4.0	18,000
36	Lindsay to Dunsford.....	7.6	1955	4.0	500
33	Trenton to Consecon.....	1.0	1956	1.0	600
401	From C.N.R. west of Trenton easterly to road allowance between Twps. of Murray and Sydney.....	7.3	1956	6.4	6,000
35	Lindsay south.....	6.4	1956	.....	500
46	Eldon Stn. to Kirkfield.....	0.74	1956	.....	5,000
121	Jct. Hwy. No. 500 and No. 121.....	9.76	1956	9.76	5,000
28	Lakefield to Burleigh Falls.....				

Secondary Roads

503	Sebright to Norland.....	22.00	1956	22.00	15,000
503	Kirkfield to Sebright.....	17.00	1956	17.00	12,000
	TOTALS.....	124.94	10.0	113.90	89,600

Bituminous Pavement Built

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. 1956-57	Tons Placed 1956-57
35, 115	Newcastle, Jct. Hwy. No. 115 and No. 2....	3.50	1955	3.50	16,000
401, 33	From C.N.R. west of Trenton easterly.....	0.5	1956	0.5	2,000
35	Lindsay southerly.....	7.3	1956	.....	6,000
46	Eldon Stn. to Kirkfield.....	6.4	1956	6.4	17,000
401	Bowmanville Interchange.....	.....	1955	.....	500
	TOTALS.....	17.70		10.40	41,500

Bituminous Cold Mix Surface (Road Mix Mulch)

Hwy. No.	Location	Miles Compl. 1956-57	Tons Placed 1956-57
7A	In Village of Port Perry.....	1.2	2,000
35	Powles Crs. to Jct. Hwy. No. 35A.....	2.0	3,300
121	Fenelon Falls to Fells Stn.....	3.0	4,800

Secondary Roads

500	Bobcaygeon to Jct. Hwy. No. 121.....	1.0	.....
503	Kirkfield to Sebright.....	3.7	6,000
	TOTALS.....	10.9	16,100

Bituminous Resurfacing Old Pavements

2	Cobourg to Colborne.....	4.0	4,000
7 T.C.	Indian River to Norwood.....	3.0	3,000
36	Lindsay to Dunsford.....	4.14	8,000
28	Lakefield to Burleigh Falls.....	6.4	18,000
33	Trenton to Consecon.....	3.6	7,000
	TOTALS.....	21.14	40,000



Grading seven miles south of Hastings on Highway 45, Port Hope District, linking Highway 7, Trans-Canada, at Norwood with Highway 2, at Cobourg, County Town of Northumberland and Durham.

Bituminous Prime on Gravel Surfaces

Hwy. No.	Location	Miles Compl. 1956-57	Gals. Bit. Used	Tons Chips Used
			1956-57	1956-57
7A	In village of Port Perry.....	1.2	2,500	70
7A	Jct. Hwy. No. 115 to Caesarea turn.....	20.0	46,500	1,200
35	Pontypool to 4.0 mi. south of Lindsay.....	14.4	62,000	860
36	Nogies Creek Post Office to Burleigh Falls.....	19.3	46,000	1,200
45	Roseneath to Norwood.....	9.0	27,000	600
46	Kirkfield to 1.2 mi. westerly.....	1.2	2,500	80
35	Powles Crs. to Jct. Hwy. No. 35A.....	1.2	2,500	60
121	Village of Burnt River.....	1.0	2,500	60

Secondary Roads

500	Jct. Hwy. No. 121 to 5.0 mi. south.....	5.0	7,000	300
503	Kirkfield to Sebright.....	17.0	42,000	800
503	Sebright to Kinmount.....	32.5	79,000	1,200
507	Jct. Hwy. No. 36 to Cochrane's.....	10.5	22,000	620
TOTALS.....		132.3	341,500	7,050

Crushed Gravel and Stone on Roads by Department Forces

Hwy. No.	Location	Tons on Road
7A	Caesarea turn to Jct. Hwy. No. 115.....	12,000
35	Pontypool to 4 mi. south of Lindsay.....	6,000
36	Nogies Creek to Burleigh Falls.....	4,000
45	Roseneath to Norwood.....	5,000



One mile north of Lindsay on Highway 36 (left), and new grading, eight miles south of Lindsay on Highway 35, Port Hope District.



Bridge over Trent River just south of Terminal Locks of Trent Canal (upper centre) under construction for Trenton-Belleville By-Pass section of Highway 401, Port Hope District.

Secondary Roads

500	Jct. Hwy. No. 121 south.....	500
503	Kirkfield to Kinmount.....	3,000
505	Hwy. No. 46 to Uphill.....	500
507	Hwy. No. 36 to Haliburton County Line.....	2,000
TOTAL.....		33,000

Bridges Built

Hwy. No.	Location	Type
401	C.N.R. Overhead north of Trenton.....	Simple concrete beam
401	Overhead over County Rd. between Lots 4 and 5, Con. 2, Murray Twp.....	Simple concrete beam
36	South bridge over Bobcaygeon River.....	Rigid Frame
121	Kinmount Bridge.....	Steel Truss
115, 2	Overhead over Hwy. No. 115 at Newcastle Interchange.....	Rigid Frame

Totals of Other Work Done in District No. 7

Type of Work	Number or Amt.	Tons	Miles
Calcium dust layer on gravel roads.....		157.50	23.00
Salt for de-icing roads.....		3,532.00	
Salt in sand stockpiles.....		2,580.00	
Sand for winter maintenance.....		74,490.00	
Snow fencing erected, dismantled, stored.....			87.61
King's Highways snowplowed and kept open.....			546.60
Secondary roads snowplowed and kept open.....			94.10
Shrubs received and planted.....	46,182		
Buildings erected.....	2		
Roadside picnic places maintained.....	102		
Off-road parks maintained.....	2		
Scale houses maintained.....	1		
Seeding by department forces..... (sq. yds.)	91,200		
Zone painting, King's Highways..... (gals.)	5,905		535.00
Zone painting, secondary roads..... (gals.)	150		7.70
Routine maintenance, King's Highways.....			546.60
Routine maintenance, secondary roads.....			94.10
Bridges built.....	5		
Bridges painted.....	9		

DISTRICT No. 8—KINGSTON

L. E. WALKER, District Engineer

Construction

The total length of current contracts on Highway 401 is, grading 41.8 miles, and paving 6.5 miles. On other highways, length of grading is 30.4 miles, and paving 18.8 miles.

The coming fiscal year should complete all the 1955 and 1956 contracts except one.

Two unusual circumstances were met with as follows:

1. Cont. 55-300 — This is a rigid frame structure in a rock cut. It was found that for one footing the rock was shattered in excess of 10 feet deep while the other footing location was solid rock. The solid rock footing was excavated and partially backfilled with crushed limestone to duplicate the other footing as rigid frame structures should have equalized footing conditions.
2. Cont. 55-103 — Grading, Hwy. 401 — A small muck deposit was excavated to an apparent sound clay bottom. A bulldozer was walked onto the clay



Early construction on Moira River Bridge, Trenton-Belleville By-Pass section of Highway 401 (Sept. 30, 1955), Kingston District.



Moira River Bridge nearing completion (Aug. 24, 1956), Kingston District.

bottom and fell through it and had to be hauled out. The supposed bottom actually was a layer about 1.5 feet thick lying on top of a further muck deposit about 6 feet deep. This muck was fluid, yet partially trapped and had to be loaded and blown out rather than excavated.

Maintenance

During the 1956-1957 year shoulder maintenance was carried out with cold mix patching between Kingston and Napanee on approximately 2.5 miles of Highway No. 2. This material was mixed in the Department's own cold mix plant and has proved very satisfactory. Three areas in the District were purchased adjacent to the highway right-of-way and large ditches were constructed to prevent flooding of the highway and adjacent lands due to spring-fed water originating on the right-of-way. This has resulted in a considerable saving to the District in winter maintenance costs in the three areas so ditched.

Two test areas on Highway 15 have been sprayed with a material designed to eliminate vegetation immediately under guide rail cable. If successful, this treatment would effectively reduce maintenance costs with regard to cutting of grass by hand under guide rail.

New major equipment received by the District included a medium size track mounted overhead hydraulic loader with bulldozer blade attachment. Also received were a 30-foot belt-type conveyor for stockpiling salt and sand; a $\frac{3}{4}$ -cubic-yard rubber-mounted front-end hydraulic loader; three 5-ton snow plows with full hydraulic equipment; and three 6-cubic-yard hydraulic sanders. All these machines were assigned to field locations for winter of 1956-57 with consequent improvement in our winter maintenance service.

Normal maintenance operations were carried out on 601 miles of highway and this District took over an additional 7 miles of Secondary Highway in February. This required extensive day labour patching to prevent the total deterioration of pavement.

This District constructed by day labour two 2-bay patrol buildings, and two buildings, one of three bays and one of four bays were constructed for patrol use by the Department of Public Works, Ontario.

In addition, the District constructed seven 14' x 13' x 42' frame buildings with concrete foundations for winter salt storage.



Grading, new Highway 38, Kingston District, facing south at Gibson Hill,
north of Kingston By-Pass.

Grading and Culverts

Hwy. No.		Total Miles in Project	Year Begun	Miles Compl. Previous Years	Miles Compl. 1956-57
7	T.C. Hwy. No. 38 west.....	7.10	1956	.....	1.10
15	Lombardy south.....	5.89	1955	3.3	2.59
38	Hwy. No. 2 to Glenvale.....	5.75	1955	1.7	3.79
401	Belleville east.....	6.63	1955	2.0	3.50
401	Hwy. No. 38 west.....	1.90	1955	.7	1.00
401	6.63 mi. east of Moira River east.....	5.56	1955	.8	2.50
401	Hwy. No. 15 east.....	8.13	1955	3.0	3.30
401	Gananoque west.....	7.13	1956	.....	5.10
401	.75 mi. east of Maitland County Road to Prescott.....	6.54	1956	.....	.50
401	Brockville east.....	4.80	1955	2.7	1.20
Development Road					
274	Madoc south.....	2.69	1957	.....	.60
TOTALS.....		62.12		14.2	25.18

Granular Base Laid on New Grading

Hwy. No.		Total Miles in Project	Year Begun	Miles Compl. Previous Years	Miles Compl. 1956-57	Tons Placed 1956-57
15	Lombardy south.....	5.89	1955	0.70	5.19	75,850
15	Lombardy south.....	5.90	1956	.....	5.90	43,090
38	Hwy. No. 2 to Glenvale.....	5.75	1955	0.40	4.70	115,348
401	Brockville east.....	4.80	1954	1.00	3.80	27,222
401	Belleville east.....	6.63	1955	1.50	1.70	11,235
401	Hwy. No. 38 west.....	1.90	1955	.60	1.00	5,951
401	6.63 mi. east of Moira River east.....	5.56	1956	.....	2.50	10,664
401	Hwy. No. 15 east.....	8.13	1956	.....	4.10	23,050
401	Gananoque west.....	7.13	1956	.....	1.30	6,400
401	Div. St. Interchange to Cataraqui River.....	3.02	1956	.....	2.00	118,822
401	Hwy. No. 38 east.....	3.62	1956	.....	3.30	149,900
TOTALS.....		58.33		4.20	35.49	587,532

Granular Base Laid Where No Grading Was Done

29	Forthton to Frankville.....	7.33	1955	5.23	2.10	22,336
38 (old)	Hwy. No. 2 to New Hwy. No. 38.....	2.20	1956	.....	2.20	15,591
33-37-41-14	Dist. 8 west half.....	.....	1956	.....	.....	2,763
15-401-42-7	Dist. 8 east half.....	.....	1956	.....	.....	2,894
TOTALS.....		9.53		5.23	4.30	43,584



Cataraqui River Bridge, Kingston By-Pass section Highway 401, under construction, Aug. 1956.



Grading, facing east, on Gananoque By-Pass section of Highway 401, Kingston District.

Gravelling Contracts Not Including Granular Base

7	Hwy. No. 38 west, stockpiled.....	7.10	1956	.....	7.10	9,990
15	Lombardy south.....	5.89	1955	.....	5.89	10,922
15	Lombardy south.....	5.90	1956	.....	5.90	4,942
38	Hwy. No. 2 to Glenvale.....	5.75	1955	.....	5.50	21,540
38	Hwy. No. 2 to Glenvale.....	5.80	1956	.....	5.80	12,300
401	Brockville east.....	4.80	1955	.....	4.50	3,770
401	Belleville east.....	6.63	1955	4.80	1.70	378
401	Hwy. No. 38 west.....	1.90	1955	.....	1.90	2,999
401	Hwy. No. 15 east.....	8.13	1955	.....	6.30	781
401	Gananoque west.....	7.13	1956	.....	7.13	3,350
401	Intersection Hwy. Nos. 401 and 37, Bridge and approaches.....	.....	1956	.....	.....	980
401	Intersection Hwy. Nos. 401 and 14, Bridge and approaches.....	.....	1956	.....	.....	1,442
401	Division St. interchange to Cataragui River.....	3.02	1956	.....	0.30	2,264
Various locations, Pavement Patching. Ontario Hospital Brockville for Dept. Public Works, Ont.....		.....	1956	.....	.....	5,657
		.....	1955	.....	.....	512
TOTALS.....		62.05		4.80	52.02	81,827

Bituminous Pavement Built

Hwy. No.		Total Miles in Project	Year Begun	Miles Compl. 1956-57	Tons Placed 1956-57
15	Lombardy south.....	5.90	1956	5.90	15,978
29	Forthton to Frankville, base compl. 1955-56.....	7.33	1955	7.33	9,319
38	Hwy. No. 2 to Glenvale.....	5.80	1956	5.03	16,900
401	Division St. to Cataragui River, part first base only.....	3.02	1956	.....	6,150
401	Legs A. C. and H. intersection of Hwy. No. 401 and old Hwy. No. 38.....	.....	1956	.....	750
401	Moirs River Crossing, Thurlow Twp. Bridge No. 4.....	.....	1956	.....	208
401	Intersection Hwy. Nos. 401 and 37.....	.....	1956	.....	2,614
TOTALS.....		22.05		18.26	50,919

Bituminous Resurfacing Old Pavements

	Miles Compl. 1956-57	Tons Placed 1956-57
Cataragui, on old Hwy. No. 38 to new Hwy. No. 38.....	2.20	5,196
Ontario Hospital Brockville, for Ont. Dept. Pub. Works.....	.....	912
TOTALS.....	2.20	6,108

Crushed Gravel and Stone on Roads by Department Forces

Hwy. No.	Location	Tons on Road
2	Trenton to Johnstown.....	1,525
7	Marmora to Perth.....	9,490
14	Belleville to Marmora.....	268
15	Barriefield to Perth.....	1,132
29	Brockville to Smiths Falls.....	382
32	Gananoque to Hwy. No. 15.....	27
33	Kingston to Glenora.....	300
33	Trenton to Stirling.....	132
37	Belleville to Hwy. No. 7.....	550
38	Cataraqui to Hwy. No. 7.....	546
41	Napanee to Kaladar.....	50
42	Forthton to Westport.....	686
95, 96	On Wolfe Island.....	500
401	Gananoque to Crystal Beach.....	133
TOTAL.....		15,721

Bridges Built and Completed 1956-57

Hwy. No.	Location	Type
401	Moir River Bridge No. 4.....	Concrete, Steel beam
401	Blessington Creek Bridge.....	Concrete, Conc. beam
401	Hwy. No. 401 and Hwy. No. 37.....	Rigid Frame, $\frac{1}{2}$ box beam
401	Hwy. No. 401 and Hwy. No. 14.....	Rigid Frame, $\frac{1}{2}$ box beam
401	Hwy. No. 401 and C.N.R. at Belleville.....	Concrete, Steel beam
401	Hwy. No. 401 and C.P.R. at Kingston.....	Rigid Frame, Arch

Table of Other Work Done in District No. 8

Type of Work	Number or Amt.	Tons	Miles
Calcium dust-layer on gravel roads.....		674	31
Salt for de-icing roads, raw.....		12,948.43	
Salt in sand stockpiles.....		1,626.24	
Sand for winter maintenance..... (cubic yards)	12,890		
Snowfencing erected, dismantled, store.....			5.35
King's Highways snowplowed and kept open.....			601.45
Secondary roads snowplowed and kept open.....			6.60
Shrubs received and planted.....	10,230		
Buildings erected.....	13		
Roadside picnic places maintained.....	58		
Off-road parks maintained.....	5		
Seeding by department forces..... (sq. yds.)	76,252		
Zone painting, King's Highways..... (gals.)	9,641		767.00
Signs erected, new or replacements.....	2,246		
Traffic lights installed, 1956-57.....	1		
Automatic signals at R.R. crossings, 1956-57.....	1		
Routine maintenance, King's Highways.....			601.45
Routine maintenance, secondary roads.....			6.60
Bridges built.....	6		



Heavy grading, facing west, on Gananoque By-Pass section of Highway 401, Kingston District.

DEPARTMENT OF HIGHWAYS FERRY OPERATION
ADOLPHUSTOWN REACH, HIGHWAY No. 33,
April 1, 1956 to March 31, 1957

FERRY "QUINTE"**FERRY "QUINTE LOYALIST"**

Year	Month	Days Worked	Trips	Cars	Trucks	Total	Year	Month	Days Worked	Trips	Cars	Trucks	Total	Totals Both Ferries	
														Cars	Trucks
1956	April	30	290	1,296	84	1,380	1956	April	30	950	9,920	913	10,833	11,216	997
	May	31	529	3,847	281	4,128		May	28	871	10,702	849	11,551	14,549	1,130
	June	30	742	6,709	352	7,061		June	27	839	11,234	731	11,965	17,943	1,083
	July	31	911	10,308	297	10,605		July	31	1,047	17,217	691	17,908	27,525	988
	August	31	926	11,235	364	11,599		August	31	1,083	18,823	800	19,623	30,058	1,164
	September	30	848	7,407	392	7,799		September	30	981	11,726	713	12,439	19,133	1,105
	October	31	832	6,457	479	6,936		October	31	997	10,472	830	11,302	16,929	1,309
	November	30	359	1,843	94	1,937		November	30	931	10,174	923	11,097	12,017	1,017
	December	31	276	786	54	840		December	31	956	8,463	726	9,189	9,249	780
	January	31	217	581	63	644	1957	January	31	970	6,640	675	7,315	7,221	738
1957	February	1	4	8	2	10		February	28	1,113	8,940	728	9,668	8,948	730
	March	†	†	†	†	†		March	31	1,261	10,996	833	11,829	10,996	833
	TOTALS	307	5,934	50,477	2,462	52,939		TOTALS	359	11,999	135,307	9,412	144,719	185,784	11,874

† Not operating — Ferry and Dock under repair.

Both ferries together carried 12,337 vehicles more than in previous fiscal year for a grand total of 197,658 vehicles.

Summary: Total days worked — 307
 Total trips — 5,934

Total cars carried — 50,477
 Total trucks — 2,462

Peak Traffic: June 10, 1956, 48 trips, 791 vehicles
 (Other ferry in trouble only 9 trips)

Aug. 5, 1956, 58 trips, 786 vehicles.

Summary: Total days worked — 359
 Total trips — 11,999

Total cars carried — 135,307
 Total trucks — 9,412

Peak Traffic: Aug. 5, 1956, 47 trips, 1,109 vehicles

DISTRICT No. 9—OTTAWA**G. F. WETHERALL, District Engineer****Construction**

In connection with the St. Lawrence Power Development of the Hydro-Electric Power Commission of Ontario, the Department of Highways was asked to expedite, on a temporary basis, the opening of a relocated portion of Hwy. No. 2 and a portion of Hwy. No. 401, so that the community rehabilitation program might be speeded up prior to general flooding of the head pond area in 1958. Accordingly, it was necessary to undertake a large paving program under unusual circumstances and, for the first time in this district, a high volume of bituminous tonnage was placed during the winter. That is to say, two inches of H.L.8 base course was laid from Moulinette to Iroquois, a distance of approximately 28 miles, excluding four-mile gravel gap east and west of Hwy. No. 31 at Morrisburg. This distance covered three contracts. Paving started under Contract 56-151 from Moulinette westerly on Dec. 15, 1956, and finished on Jan. 10, 1957, with 1,250 tons as daily average; under Contract 56-148, from Aultsville to Mariatown, paving began on Dec. 19, 1956, and finished on Jan. 8, 1957, with 1,591 tons as daily average; and under Contract 56-147, paving was started on Feb. 15, and was completed on Feb. 23, 1957, with a daily average of 2,194 tons. The reason that the tonnages were high is that all three contractors worked 24 hours a day. Due to the effect of low temperatures on machinery and equipment as well as personnel, it was not practicable to stop operations except for brief maintenance. Portable lighting units were used and special precautions taken to prevent equipment failures. Calcium was used to keep the grade ice-free, and there was a lot of grader time used on fine grade. All rollers were kept close up to the pavers and mix temperatures were kept 30 to 50 degrees higher than normal.

Highway construction from L'Orignal easterly was completed and opened to traffic, thereby completing Trans-Canada Highway work in District No. 9, from the Ontario-Quebec boundary westerly to Green's Corners, which is immediately east of Ottawa at the eastern terminus of the Queensway portion of Highway 17, Trans-Canada, that will proceed through the City of Ottawa, capital of Canada, and connect with King's Highway 17, extending from Ottawa to North Bay and Sudbury.



Hazley Bay Bridge, on Province of Ontario portion of Ontario-Quebec Interprovincial Allumette Island bridging of Ottawa River. Ontario project included approach road from Highway 17, about one mile south of Pembroke, and railway Overpass.



Zone striping on relocated Highway 2, four miles west of Cornwall, Ottawa District.



Shouldering on Highway 401, facing west, near Cornwall, Ottawa District.



Channelization at junction of old Highway 2 and relocated Highway 2,
near Cornwall, Ottawa District.



Grading on Highway 16, at $\frac{3}{4}$ mile south of Ottawa, Ottawa District.

Maintenance

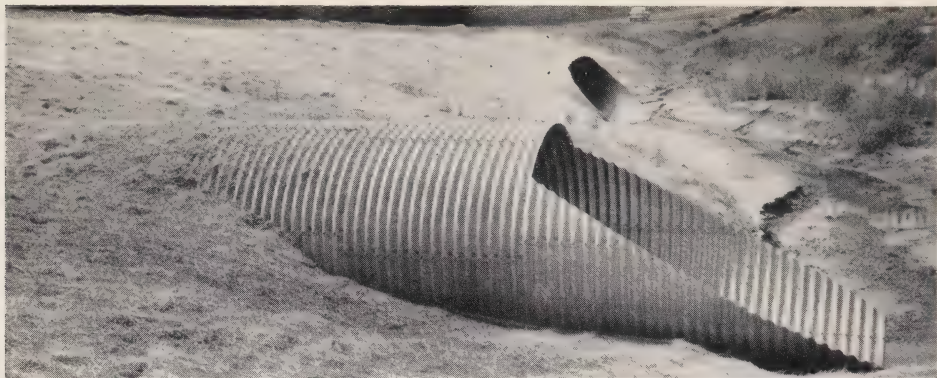
Grass cutting operations were carried out on increased scale this past year by utilizing tractor power mowers on a rental basis assisting Department owned machines on each patrol. This practice resulted in an early completion of grass cutting and a much neater appearance.

A new type of elevator was purchased to carry out efficient stockpiling of bulk salt in our storage sheds. This machine was a belt type conveyor elevator with belt 24" wide and 35 ft. long. This very mobile unit provided excellent service in stockpiling both salt and sand for winter maintenance purposes.

With the transfer of the Downsview teletype circuit from our circuit No. 3 in the spring of 1956, messages were transmitted and received at the Ottawa office with comparative ease during this past fiscal year.

Grading and Culverts

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. Previous Year	Miles Compl. 1956-57
2 Relocated	Cornwall westerly.....	7.25	1954	6.80	0.45
2 Relocated	0.5 mi. west of Moulinette westerly.	4.7	1956	.....	4.7
2 Relocated	5.2 mi. west of Moulinette west to Aultsville County Road.....	6.71	1956	.....	6.71
2 Relocated	West of Iroquois east and Connecting Link to Hwy. No. 401.....	4.76	1956	.....	4.76
Morrisburg Service Road.....		5.9	1956	.....	1.82
Frontage Road.....		1.52	1956	.....	1.06
15 T.C.H.	Ashton to Carleton Place, Jct. of Hwy. No. 15 and Hwy. No. 29....	7.08	1955	5.0	2.08
16	Ottawa to Jock River.....	6.64	1955	2.0	4.64
New Road	Allumette Island Bridge Approach.	1.2	1955	0.9	0.3
31	Greely north and south.....	4.2	1955	1.0	3.2
43	Monkland easterly.....	3.82	1956	.....	3.82
401	Iroquois easterly.....	6.0	1955	1.5	4.5
401	Matilda Twp., Sta. 172 + 79 to 485 + 10.....	6.0	1956	.....	6.0
401	Williamsburg Twp.....	5.63	1956	.....	5.63



Steel culverts on Highway 17, Trans-Canada, three miles east of Hawkesbury, Ottawa District.



Overpass of Highway 17, Trans-Canada, spanning railway and creek, near Hawkesbury, Ottawa District.



Resurfacing on Highway 34, two miles south of Hawkesbury, Ottawa District.

Development Roads

102	Pakenham Twp., Bellamy Road N.W. Section.....	9.0	1950	8.45	.55
148	Dundas County, Mountain Twp., Winchester westerly.....	10.5	1951	8.8	1.7
149	Glengarry County, Lochiel Twp., Alexandria East to Quebec Bdry.....	10.5	1951	8.8	1.7
178	Darling Twp., French Line Road, Brightside to Lavant-Darling Bdry.....	5.0	1955	.....	.8
192	Sherbrooke Twp., Maberly to Bolingbroke.....	6.5	1952	5.7	.55
268	Beckwith and Ramsay Twps., Scotch Corners Road to Hwy. No. 15 southerly....	4.5	1954	4.3	.2
271	Russell County, Russell Twp., Embrun westerly to County Line.....	7.2	1954	6.0	1.2
287	Nepean Twp., Nepean Swamp Road.....	3.25	1954	2.15	1.10
321	Marlborough and Montague Twps., Burritt's Rapids to Merrickville.....	5.5	1955	2.5	2.5
323	Lanark County, Lanark to Elphin.....	12.0	1955	2.8	1.3
332	Fitzroy and Torbolton Twps., County Road 21 to County Road 22.....	1.6	1955	1.1	.5
357	Lanark County, Montague Twp., Smiths Falls to Merrickville Road.....	2.5	1955	0.8	1.7
364	Lavant Twp., Caldwell's Mills to Darling Twp. Bdry.....	6.0	1955	1.8	4.2
366	Prescott County, Routhier westerly to County Road No. 9.....	7.3	1955	4.7	.8
371	Stormont County, Roxborough Twp., County Road No. 16 southerly from County Bdry.....	4.0	1955	2.1	1.9
383	Carleton County, Kinburn to Woodlawn.....	4.0	1955	0.9	3.1
386	Finch-Roxborough Twp. Bdry. Road north from Hwy. No. 43.....	5.5	1955	2.5	3.0
403	Cambridge from County Road No. 7 southerly to Finch Bdry.....	1.0	1956	.....	1.0
404	Goulburn Twp., Munster Side Road to Hwy. No. 15 southerly, suburban Road.....	4.5	1956	.....	2.25
405	March Twp., Connaught Ranges northerly to March Village Road.....	1.75	1956	.....	1.65
406	North Gower Twp., Rushleau's Corners northeasterly.....	2.0	1956	.....	2.0
410	Dalhousie Twp., Lanark Twp. Bdry. westerly.....	1.0	1956	.....	.7
411	Winchester Twp., Village of Winchester to Hamlet of Melvin.....	4.0	1956	.....	2.8
TOTALS.....		190.41		80.60	86.87

Granular Base Laid on New Grading

Hwy. No.		Total Miles in Project	Year Begun	Miles Compl. Previous Years	Miles Compl. 1956-57	Tons Placed 1956-57
2 Relocated	0.5 mi. west of Moulinette westerly.	4.7	1956	.....	4.08	132,285
2 Relocated	5.2 mi. west of Moulinette west to Aultsville County Road.....	6.71	1956	.....	5.63	150,151
2 Relocated	West of Iroquois East and Connecting Link to Hwy. No. 401.....	4.76	1956	.....	3.6	53,571
Morrisburg Service Road.....		5.9	1956	.....	1.5	11,072
Frontage Road.....		1.52	1956	.....	.78	4,301
15 T.C.	Ashton to Carleton Place, Jct. Hwy. No. 15 east and Hwy. No. 29.....	7.08	1955	3.5	3.58	111,165
16	Ottawa to Jock River.....	6.64	1955	2.0	4.64	50,108
New Road	Allumette Island Bridge Approach.....	1.2	1955	.....	.....	8,213
31	Greely north and south.....	4.2	1956	.....	4.2	69,387
43	Monkland easterly.....	3.82	1956	.....	3.82	88,374
401	0.14 mi. west of Iroquois to 3.88 mi. east of Iroquois.....	4.02	1956	.....	4.02	58,291
401	0.22 mi. west of Aultsville westerly.	10.28	1956	.....	10.28	168,592
2 Relocated	0.5 mi. west of Moulinette to Hwy. No. 401 Aultsville.....	11.2	1956	.....	11.2	12,558

17 T.C.	Quebec Boundary westerly (prior to paving).....	7.6	1955	6.3	1.3	4,522
17 T.C.	L'Orignal Overhead to Quebec Boundary (prior to paving).....	15.3	1956	.....	15.3	113,419

Development Roads

102	Pakenham Twp., Bellamy Road north-west section.....	9.0	1950	8.45	.55	1,980
148	Dundas Co., Mountain Twp., Winchester westerly.....	10.5	1951	8.8	1.7	14,000
149	Glenarry Co., Lochiel Twp., Alexandria east to Quebec Bdry.....	10.5	1951	8.8	1.7	19,000
165	Lanark Twp., Rosetta Road westerly to Hopetown.....	8.5	1951	8.5	.....	6,740
192	Sherbrooke South, Maberly to Bolingbroke.....	6.5	1952	5.7	.55	7,400
268	Beckwith and Ramsay Twp., Scotch Corners Road to Hwy. No. 15 southerly....	4.5	1954	4.3	.2	9,600
271	Russell Co., Russell Twp., Embrun westerly to County Line.....	7.2	1954	6.0	1.2	13,500
287	Nepean Twp., Nepean Swamp Road.....	3.25	1954	2.0	1.25	71,700
290	Glenarry Co., Kenyon Twp., from Hwy. No. 43 to Maxville Village.....	5.0	1955	5.0	.....	7,500
321	Marlborough and Montague Twp., Burritt's Rapids to Merrickville.....	5.5	1955	2.5	2.5	34,600
323	Lanark Co., Lanark to Elphin.....	12.0	1955	2.8	1.3	5,100
332	Fitzroy and Torbolton Twp., Co. Road No. 21 to Co. Road No. 22.....	1.6	1955	1.1	.5	5,400
357	Lanark Co., Montague Twp., Smiths Falls to Merrickville Road.....	2.5	1955	0.8	0.7	900
364	Lavant Twp., Caldwell's Mills to Darling Twp. Bdry.....	6.0	1955	1.0	4.2	2,800
365	Prescott Co., E. Hawkesbury Twp., St Eugene to Quebec Bdry.....	3.5	1955	3.5	.....	6,900
366	Prescott Co., Routhier westerly to County Road No. 9.....	7.3	1955	4.7	0.8	16,500
371	Stormont Co., Roxborough Twp., Co. Rd. No. 16 southerly from S. Plantagenet.....	4.0	1955	2.1	1.9	14,800
383	Carleton Co., Kinburn to Woodlawn.....	4.0	1955	0.2	3.1	27,700
386	Finch-Roxborough Twp., Bdry. Road north from Hwy. No. 43.....	5.5	1955	2.9	2.6	36,000
403	Cambridge, from Co. Road No. 7 southerly to Finch Bdry.....	1.0	1956	.....	1.0	8,500
405	March Twp., Connaught Ranges northerly to March Village Road.....	1.75	1956	.....	1.65	14,000
406	North Gower Twp., Rushleau's Corners north-easterly.....	2.0	1956	.....	2.0	11,000
410	Dalhousie Twp., Lanark Twp. Bdry. westerly.....	1.0	1956	.....	.7	1,500
411	Winchester Twp., Village of Winchester to Hamlet of Melvin.....	4.0	1956	.....	2.8	18,400
TOTALS.....		201.33		90.95	106.83	1,391,529



Paving on Highway 15, Trans-Canada, four miles northeast of Ashton, Ottawa District.

Hwy.
No.**Granular Base Laid Where No Grading Was Done**

17	Green Creek easterly, old road.....	12.8	1955	2.2	10.6	22,048
2	Johnstown to Iroquois.....	8.7	1955	1.3	7.4	13,032
34	Hawkesbury to McCrimmon Corners.....	17.67	1955	4.0	13.67	49,678
17 T.C.	Ottawa to Rockland, stockpiled.....					9,962
29	Almonte to Arnprior, stockpiled.....					10,004
31	Morrisburg to Metcalfe Corner, stockpiled.....					10,010
34	Hawkesbury to McCrimmon Corner, stockpiled.....					9,996
16	Beckett's Landing to Johnstown, stockpiled.....					9,990
	TOTALS.....	39.17		7.5	31.67	134,720

Hwy.
No.**Gravelling Contracts (not including Granular Base)**

2	0.5 mi. west of Moulinette westerly, relocation.....	4.7	1956		4.7	6,658
2	5.2 mi., Moulinette to Aultsville Co. Rd. relocation.....	6.71	1956		6.71	1,200
2	West Iroquois easterly and connecting to Hwy. No. 401, relocation.....	4.76	1956		3.6	2,139
	Morrisburg Service Road.....	5.9	1956		1.5	1,945
15 T.C.	Ashton to Carleton Place.....	7.08	1955		3.58	7,488
16	Ottawa to Jock River.....	6.64	1955		6.64	13,006
31	Greely north and south.....	4.2	1956		4.2	7,401
401	0.14 mi. west of Iroquois to 3.88 mi. east of Iroquois.....	4.02	1956		4.02	7,909
401	0.22 mi. west of Aultsville westerly.....	10.28	1956		10.28	21,595
2	Relocating 0.15 mi. west of Moulinette to Hwy. No. 401 at Aultsville.....	11.2	1956		11.2	12,558
17 T.C.	Quebec Bdry. westerly.....	7.6	1955	6.3	1.3	1,150
17 T.C.	L'Original Overhead to Quebec Bdry.....	15.3	1956		15.3	18,364
17	Old Greens Creek easterly.....	12.8	1955	2.2	10.6	22,048
2	Johnstown to Iroquois.....	8.7	1955	1.3	7.4	13,032
34	Hawkesbury to McCrimmon Corner.....	17.67	1955	4.0	13.67	16,893
	TOTALS.....	127.56		13.8	104.70	153,386

Hwy.
No.**Bituminous Pavement Built**

17 T.C.	L'Original Overhead to Quebec Bdry. Stittsville to Carleton Place (Jct. Hwy. No. 15 and Hwy. No. 29).....	15.3	1956		15.3	61,852
15 T.C.	Hwy. No. 15 and Hwy. No. 29).....	14.2	1956		14.2	45,370
2	Relocated Hwy. No. 2 at Iroquois to Hwy. No. 401.....	6.1	1956		6.1	6,838
401	0.14 mi. east of Iroquois to 3.88 mi. east of Iroquois.....	4.02	1956		4.02	9,529
401	0.22 mi. west of Moulinette westerly.....	10.28	1956		10.28	11,125
2	Relocated 0.5 mi. west of Moulinette westerly to Hwy. No. 401 at Aultsville.....	11.2	1956		11.2	17,491
31	Greely north and south.....	4.0	1956		4.0	4,568
16	Ottawa to Jock River.....	7.0	1956		7.0	19,284

Development Roads

148	Dundas Co., Mountain Twp., Winchester westerly.....	10.5	1951	8.8	1.7	5,870
149	Glengarry Co., Lochiel Twp., Alexandria west to Quebec Bdry.....	10.5	1951	7.4	3.1	4,180
271	Russell Co., Russell Twp., Embrun westerly to Co. Line.....	7.2	1954		7.2	11,810
290	Glengarry Co., Kenyon Twp., Hwy. No. 43 to Maxville Village.....	5.0	1955		5.0	9,350
321	Marlborough and Montague Twps., Burritt's Rapids to Merrickville.....	5.5	1955		1.85	2,940
365	Prescott Co., East Hawkesbury Twp., St. Eugene to Quebec Bdry.....	3.5	1955		3.5	4,250
	TOTALS.....	114.3		16.2	94.45	214,457

Bituminous Cold Mix Surface (Road Mix Mulch)

		Total Miles in Project	Miles Compl. 1956-57	Tons Placed 1956-57
Location				
Development Road				
366	Prescott Co., Routhier westerly to Co. Road No. 9.....	7.3	3.0	6,000

Bituminous Resurfacing Old Pavements

Hwy. No.	Location	Miles Compl. 1956-57	Tons Placed 1956-57
17	Greens Creek easterly, old road.....	15.3	61,852
34-17	Hawkesbury to L'Orignal, Hawkesbury to McCrimmon Corner (old Hwy. No. 17).....	17.67	28,580
2	Johnstown to Iroquois.....	8.6	6,838
TOTALS.....		41.57	97,270

Crushed Gravel and Stone on Roads by Department Forces

Hwy. No.	Location	Tons on Road
2	Cornwall.....	300
2	Lancaster.....	500
15	Stittsville.....	3,000
15	Innisville.....	1,500
17	Cobden.....	400
17	Renfrew.....	200
17	Carp.....	100
17E	Cumberland.....	800
17E	Rockland.....	1,500
17E	Plantagenet.....	2,000
17E	Hawkesbury.....	350
17E	Blue Corners (Caledonia).....	1,200
29	Pakenham.....	1,200
29	Pakenham.....	1,500
31	Winchester.....	400
31	Winchester.....	300
34	Alexandria.....	750
43	Chesterville.....	800
43	Chesterville.....	1,500

Secondary Roads

508	Calabogie.....	500
511	Brightside.....	400
TOTAL.....		19,200

Bridges Built

Location	Type	Completed
On new road from Hwy. No. 17 to Allumette Island		
Interprovincial Bridge, Hazley Bay Bridge.....	3-span, reinforced concrete	1956
On new road from Hwy. No. 17 to Allumette Island		
Interprovincial Bridge, C.P.R. Overpass.....	3-span, reinforced concrete	1956
Hwy. No. 17, T.C., Hawkesbury Interchange with Hwy. No. 34.....	1-span, reinforced concrete	1956
Hwy. No. 401, Hosaic Creek Bridge, east bound lane.....	1-span, reinforced concrete	1956

Totals of Other Work Done in District No. 9

Type of Work	Number or Amt.	Tons	Miles
Salt for de-icing roads, raw.....		12,259	600.00
Salt in sand stockpiles.....		187	
Sand for winter maintenance.....		4,972.5	
Snowfencing erected, dismantled, stored.....			106.50
King's Highways snowplowed and kept open.....			605.84
Secondary roads, snowplowed and kept open.....			43.00
Shrubs received and planted.....	1,880		
Buildings erected.....	2		
Roadside picnic places maintained.....	31		
Off-road parks maintained.....	11		
Seeding by department forces.....(sq. yds.)	1,400,000		
Zone painting, King's Highways.....(gals.)	6,420		753.00
Signs erected, new or replacements.....	6,170		
Automatic signals at R.R. crossings, 1956-57.....	8		
Routine maintenance, King's Highways.....			605.84
Routine maintenance, secondary roads.....			43.00
Development roads built.....			47.20
Bridges built.....	4		
Bridges painted.....	8		

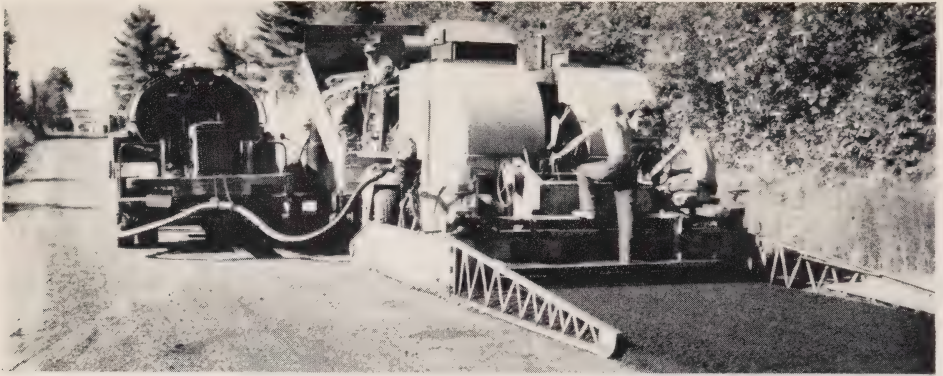
DISTRICT No. 10—BANCROFT**T. A. SHARPE, District Engineer****Construction**

Contract 56-101, Hwy. No. 28 to Bicroft Mines, 3.4 miles of grading, culverts and granular base. This contract is noted for the 75 working-day clause. Forms, designed by the District, kept track of the equipment and labour forces and formed a basis of comparing the working days throughout the life of the project. It is noted that a project of this type required a greater than usual number of personnel for the survey and inspection staff. The rapidity at which the Contractor worked necessitated that the survey party be on the grade at all times to ensure that grades were available, that new ground was cross-sectioned immediately after grubbing so that the contractor would not be held up. The necessary night shift increased the number of inspectors who found inspection difficult as proper lighting facilities were not always available.

The contractor used standard equipment and methods, but this type of contract does have the value of getting the work done as quickly as possible.



Foundations in for Bancroft District Offices, near Bancroft, on Highway 28.



Paver at work on Secondary Highway 127, one mile north of Maynooth, Bancroft District.

Maintenance

A 10' diameter multi-plate pipe was assembled during the winter and winched into place to replace an old timber bridge on Hwy. No. 60 at Cranberry Creek.

With building of new salt sheds to supplement the five built last year, bulk salt was used to a greater extent than previously at a considerable saving to the District.

The Moto-Paver was used for the first time in the District on 7.5 miles of Hwy. No. 127 and 0.4 miles on Hwy. No. 62. It can be said that in wet weather, this machine definitely has its advantages.

All new buildings with the exception of the new District Office were built by maintenance forces.

Grading and Culverts

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. Previous Years	Miles Compl. 1956-57
41	Mackavoy Lake to Kilpecker Creek.....	4.92	1955	1.20	1.80
41	Eganville to Golden Lake.....	8.29	1956	.....	.....
127	Lake St. Peter north, day labour.....	1.60	1956	.....	1.00
62	Madoc to Bannockburn.....	10.61	1956	.....	.....
60	Whitney to Algonquin Park, replacing timber culvert with 120' x 10' multiplate at Cranberry Creek.....	.....	.....	.....	.....

Secondary Roads

	Bicroft Mine road, Hwy. No. 28 to Bicroft Mine.....	3.4	1956	.....	3.40
506	Jct. Hwy. No. 41 to Ardock Turn.....	18.0	1955	.....	18.00
513	Dacre to Hyndford.....	1.0	1956	.....	1.00

Development Roads

291	Cobden to Kelly's Corners.....	7.4	1956	.....	.....
177	Hardwood Lake to Mayo Bdry.....	11.0	1949	6.5	2.5
186	Quadville to Foymount.....	10.5	1952	8.0	1.5
211	Dacre to Mt. St. Patrick.....	6.0	1953	6.0	.....
213	Fort Stewart to Boulter.....	11.0	1953	10.0	1.0
214	Bessemer to Hermon.....	8.0	1953	5.5	1.0
240	Lower Faraday Road.....	12.5	1953	4.5	.....
270	Thompsons Corners to Matawachan.....	5.5	1954	2.2	0.8
299	Hermon to Mayo — Raglan Bdry.....	5.0	1955	4.5	0.5
342	Skootematta River Road.....	1.3	1955	1.3	.....



Grading and culverts on Highway 41, 20 miles north of Kaladar at Mazinaw Lake,
Bancroft District.

344	Shady Nook Road.....	5.0	1955	5.0	.....
353	St. Ola Road.....	3.0	1955	2.0	.....
358	Lake Dore to Golden Lake.....	9.0	1955	1.7	1.0
376	Ryan Road.....	5.5	1955	4.0	1.1
380	Coe Hill Road.....	1.25	1955	1.2	.05
391	Kennelly's Corner to Douglas.....	3.25	1956	.....	2.0
395	Cordova Mines to Vansickle Road.....	6.00	1956	.....	2.5
415	Snow Road to Donaldson.....	5.0	1956	.....	2.5
417	River Road to Horton Twp.....	5.0	1956	.....	2.1
420	Denbigh to Raglan Road.....	7.5	1956	.....	2.5
421	Combermere to Hopefield.....	8.0	1956	.....	3.0
440	Rocheft to Castile Road.....	4.0	1956	.....	2.8
TOTALS.....		86.18		63.6	52.05

Granular Base Laid on New Grading

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. 1956-57	Tons Placed 1956-57
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Secondary Road

Bicroft Mine Road, Hwy. No. 28 to Bicroft Mine.....	3.4	1956	3.4	23,000
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Development Road

291 Cobden to Kelly's Corners.....	7.4	1956	41,839
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Gravelling Contracts Not Including Granular Base

Hwy. No.	Location	Year Begun	Tons Placed 1956-57
62	Combermere to Barry's Bay, stockpiled.....	1956	9,642.00
62	Pembroke to Round Lake, stockpiled.....	1956	9,998.16
132	Dacre to Renfrew, stockpiled.....	1956	20,001.86
28	Bancroft Patrol Yard, stockpiled.....	1956	14,997.92

Secondary Road

Bicroft Mine Road, Hwy. No. 28 to Bicroft Mine, stockpiled.....	1956	8,990.00
TOTAL.....		63,629.94

Bituminous Cold Mix Surface (Road Mix Mulch)

Hwy. No.	Location	Miles Compl. 1956-57	Tons Placed 1956-57
62	Bancroft Village, day labour using Moto-Paver.....	0.40	660
127	Maynooth to Lake St. Peter, day labour using Moto-Paver.....	7.50	12,375
62	Barry's Bay Village, old portion of highway reverted.....	1.00	1,650
TOTALS.....		8.90	14,685

Bituminous Resurfacing Old Pavements

62	Madoc to Bannockburn.....	10.61	22,455.36
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Bituminous Surface Treatment

Hwy. No.	Location	Miles Compl. 1956-57	Gals. Bit. Used 1956-57	Tons Chips Used 1956-57
62	Bancroft Village, day labour.....	0.40	2,200	40.0
127	Maynooth to Lake St. Peter, day labour.....	7.50	14,715	750.0
TOTALS.....		7.90	16,915	790.0

Bituminous Prime on Gravel Surfaces

127	Wytney to Lake St. Peter.....	18	.....	.....
132	Dacre to 14 mi. easterly.....	14	.....	.....

Secondary Roads

500	Haliburton Bdry. to Hermon.....	25	.....	.....
515	Combermere to Quadville.....	17	.....	.....
517	Combermere to Burgess Mine Road.....	10	.....	.....
521	Killaloe to Round Lake.....	12	.....	.....
506	Cloyne to Plevna.....	22	.....	.....
513	Dacre to Hyndford.....	9	.....	.....
523	Madawaska to Cross Lake.....	13	.....	.....
TOTALS.....		140	349,731	7,239.5

Totals of Other Work Done in District No. 10

Type of Work	Number or Amt.	Tons	Miles
Calcium dust layer on gravel roads.....	.....	182.0	.....
Salt for de-icing roads, raw.....	.....	1,916.0	.....
Salt in sand stockpiles.....	.....	4,086.0	.....
Snowfencing erected, dismantled, stored.....	.....	.....	15.0
King's Highways snowplowed and kept open.....	.....	.....	372.6
Secondary roads snowplowed and kept open.....	.....	.....	180.4
Buildings erected.....	14	.....	.....
Roadside picnic places maintained.....	6	.....	.....
Off-road parks maintained.....	9	.....	.....
Scale houses maintained.....	2	.....	.....
Zone painting, King's Highways..... (gals.)	5,609	.....	.....
Signs erected, new or replacements.....	1,936	.....	.....
Routine maintenance, King's Highways.....	.....	.....	372.6
Routine maintenance, secondary roads.....	.....	.....	180.4
Bridge handrails only.....	3	.....	.....
Bridges built.....	3	.....	.....
Bridges painted.....	1	.....	.....



Resurfacing completed on Highway 35, facing north at Gull River near Minden,
Huntsville District.

DISTRICT No. 11—HUNTSVILLE

H. C. DERNIER, District Engineer

Construction

In this District, work is continuing on a section of the Trans-Canada Highway from Port Severn to Footes Bay. Completion is expected in 1958. Paving was completed from Footes Bay to Gordon's Bay, which opens up a new resort area section.

Improvement of Hwy. No. 11 also is continuing with new paving being placed south of Huntsville and north of the Big East River.

On Hwy. No. 35, the old mulch pavement between Carnarvon and the Victoria County border, a distance of approximately 25 miles, was resurfaced with hot bituminous mix. On certain areas, granular material was applied. Correction of superelevation on curves has contributed in an unexpected degree to the riding quality of the road. Application of granular material to certain sections where severe frost-heaving had previously occurred apparently eliminated the heaving.

Day labour construction work was carried out throughout the District to an extent comparable with that done in the previous fiscal year.

Maintenance

The only new equipment or methods used during the year was the employment of a travelling plant for cold mixing bituminous mulch. This machine seems to be superior for road mixing as shown in results obtained. One distinct

advantage was found: That is, since no windrow of gravel was required to be placed on the road, there was less interference with traffic while work was in progress. The cost of laying mulch in this manner was less per mile than that done by road mixing. Department of Highways' grades were utilized for placing the cold mixed material.

Grading and Culverts

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. Previous Years	Miles Compl. 1956-57
11	Big East River to Novar, trimming only....	4.2	1955	4.2	.....
103 T.C.	MacDonald River to Muskoka River.....	6.6	1956	.....	5.6
35	Vicinity Horse Killer Hill, 6 mi. south of Minden.....	0.6	1956	.....	0.5
103 T.C.	Port Severn to McDonald River.....	9.0	1955	7.8	1.2

Secondary Roads

124	Grindstone Hill, day labour.....	2.6	1955	1.3	1.3
500	1 mi. west of Wilberforce to 1 mi. east of Wilberforce, by contract.....	1.9	1956	.....	0.7
532	Hayes Corner to Broad River, by day labour.....	2.1	1954	1.9	0.2
518	Christie Rd. from Hwy. No. 69 to Orrville, by day labour.....	1.0	1955	0.3	0.7
500	Tory Hill westerly, by day labour.....	0.75	1956	.....	0.75
500	Gooderham Diversion, by day labour.....	1.00	1956	.....	0.75
532	Bent River Hill Diversion, day labour.....	0.7	1955	0.5	0.2

Development Roads

	Turtle Lake Road, Christie Twp.....	6.0	1951	3.0	1.0
	Burden Lake Road, Armour Twp.....	3.75	1954	2.5	0.5
	Old Nipissing Road, Chapman Twp.....	3.5	1950	1.5	1.5
	Blackstone Lake Road, Foley Twp.....	3.5	1952	2.75	0.25
	Tenth Side Road, Joly Twp.....	1.5	1955	0.5	0.5
	Eagle Lake North Road, Machar Twp.....	4.0	1951	3.0	0.5
	Axe Lake Road, McMurrich Twp.....	3.5	1955	1.0	1.0
	Green Acres Road, Perry Twp.....	5.5	1955	1.5	1.0
	30th Side Road, Strong Twp.....	4.0	1955	1.5	1.0
	Swords Road, Christie Twp.....	7.0	1956	.....	7.0
	Rose Point Road, Foley Twp.....	2.5	1956	.....	2.5
	Middle River Road, McKellar Twp.....	3.5	1955	1.5	1.0
	Old Nipissing Road, Humphrey Twp.....	3.5	1956	.....	3.5
	Rosseau to Huntsville.....	20.0	1956	17.0	3.0
	Fletcher Lake Road.....	10.0	.....	9.0	1.0
	Cheddar.....	11.0	.....	8.5	2.5
345	Morrison Twp.....	4.0	1955	3.0	1.0
346	Ravenscliff Road.....	5.0	1955	3.0	2.0
TOTALS.....		132.20		65.25	42.65

Granular Base Laid on New Grading

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. Previous Years	Miles Compl. 1956-57	Tons Placed 1956-57
103 T.C.	Port Severn to MacDonald River (Sand cush. only).....	9.0	1955	3.9	5.1	85,000
103 T.C.	MacDonald River to Muskoka River (Sand cush. only).....	6.6	1956	.....	2.2	39,500
69 T.C.	Footes Bay to Gordon's Bay, prior to paving.....	5.5	1956	.....	5.5	71,230
11	Big East River to Emsdale.....	13.7	1956	.....	13.7	24,400
35	Horsekiller Hill to 6 mi. south of Minden.....	0.6	1956	.....	0.3	900
103 T.C.	Footes Bay to Muskoka River.....	8.7	1956	.....	8.7	68,540
124	Grindstone Hill Improvement.....	2.6	1956	.....	2.6	16,000
TOTALS.....		46.7		3.9	38.1	305,570



Day labour construction on section Highway 500, near Gooderham, Haliburton County, Huntsville District.

Granular Base Laid Where No Grading Was Done

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. 1956-57	Tons Placed 1956-57
69	Glen Orchard to Footes Bay.....	6.3	1956	6.3	51,000
69	Carling Turn to Point-au-Baril.....	3.3	1955	3.3	22,000
69	4 mi. south of Pickerel River.....	0.1	1956	0.1	610
11	Parkersville to Huntsville.....	9.8	1956	4.9	85,420
35	Victoria Bdry. to Minden.....	11.4	1956	11.4	62,270
35	Minden to Carnarvon.....	11.6	1956	11.6	65,030

Secondary Roads

516	Utterson to Windermere.....	1.5	1956	1.5	9,900
527	Huntsville to Baysville.....	1.7	1956	1.7	10,150
530	Carnarvon to Sec. Rd. No. 519.....	3.0	1956	3.0	15,000
519	Haliburton to Hwy. No. 121.....	1.0	1956	1.0	6,000
TOTALS.....		49.7		44.8	327,380

Hwy.
No.

Gravelling Contracts Not Including Granular Base

124	Magnetawan to McKellar.....	22.4	1956	22.4	12,000
124	Grindstone Hill Improvement.....	2.6	1956	2.6	6,950
60	Dwight to Algonquin Park H.Q.....	28.0	1956	28.0	10,000

Secondary Roads

520	Dunchurch to Ardbeg.....	17.0	1956	17.0	3,000
518	Sprucedale to Hwy. No. 69.....	33.0	1956	33.0	15,000
520	Burks Falls to Magnetawan.....	15.0	1956	15.0	9,960
516	Utterson to Windermere.....	16.0	1956	16.0	20,000
527	Huntsville to Baysville.....	15.0	1956	15.0	9,750
514	Hwy. No. 60 to Interlaken.....	10.0	1956	10.0	9,980
TOTALS.....		159.0		159.0	96,640

Hwy.
No.**Bituminous Pavement Built**

11	Parkersville to Huntsville.....	9.8	1956	1.4	6,870
11	Big East River to Emsdale.....	13.7	1956	5.3	21,000
35	Victoria Bdry. to Minden.....	11.4	1955	11.4	19,546
35	Minden to Carnarvon.....	11.57	1956	11.57	20,997
69	Glen Orchard to Footes Bay.....	6.3	1956	6.3	12,790
69 T.C.	Footes Bay, Jct. Hwy. No. 103 T.C. and Hwy. No. 69 T.C. to Gordon's Bay.....	5.5	1956	5.5	15,222
TOTALS.....		58.27		41.47	96,425

Bituminous Cold Mix Surface (Road Mix Mulch)

Hwy. No.	Location	Miles Compl. 1956-57	Tons Placed 1956-57
11	Novar to Melissa.....	1.5	2,250

Secondary Road

532	Bent River Hill Improvement.....	0.7	1,050
TOTALS.....		2.2	3,300

Hwy.
No.**Bituminous Resurfacing Old Pavements**

35	Dorset to Boshkung Lake.....	4.0	6,000
69 T.C.	4 mi. south of Pickerel River.....	0.1	168

Secondary Roads

527	Huntsville to Baysville.....	4.0	6,000
516	Utterson to Windermere.....	8.6	12,900
520	Burks Falls to Magnetawan.....	1.5	2,250
	Cold Mix Patching at various locations by Dept. Forces.....		8,469
TOTALS.....		18.2	35,787

Bituminous Surface Treatment

Hwy. No.	Location	Miles Compl. 1956-57	Gals. Bit. Used 1956-57	Tons Chips Used 1956-57
11	Gravenhurst to Bracebridge. Emergency surface treating on slippery sections.....	11.5	22,880	1,230
11	Emsdale to Katrine, old Hwy. No. 11.....	0.5	1,100	50
TOTALS.....		12.0	23,980	1,280

Bituminous Prime on Gravel Surfaces

69 T.C.	Carling Turn to Magnetawan River.....	37.0	98,296	1,555
121	Foxes Corner to Tory Hill.....	10.0	28,500	479
124	McKellar to Jct. with Sec. Rd. No. 510.....	23.8	69,050	1,191
69 T.C.	Footes Bay to temporary detour.....	0.6	2,100	35

Secondary Roads

526	Hwy. No. 69 T.C. to Britt Village.....	2.5	7,079	35
518	Hwy. No. 69 T.C. to Orrville.....	12.0	27,089	569
518	Hwy. No. 11 to 2 mi. west Sprucedale.....	11.0	29,640	515
532	Hayes Corner to 2 mi. north Rosseau.....	10.0	28,395	460
520	Dunchurch to Ardbeg.....	16.5	43,000	873
520	Magnetawan to Jct. with Hwy. No. 124.....	1.9	6,000	110
529	Hwy. No. 69 T.C. to Bayfield.....	3.0	9,000	100
500	Irondale to Hastings Co. Bdry.....	38.8	103,984	2,029
519	Eagle Lake to Redstone Lake.....	4.1	7,550	210
519	1.5 mi. south Haliburton to Hwy. No. 121.....	19.4	53,000	902
530	Carnarvon to Sec. Rd. No. 519.....	12.1	35,540	611
514	Hwy. No. 60 to Interlaken.....	10.0	25,100	475
526	Britt Village Improvement.....	1.0	3,000	50
TOTALS.....		213.7	576,323	10,199

Crushed Gravel and Stone on Roads by Department Forces

Hwy. No.	Location	Tons on Road
11	Severn Bridge to North Bay Bdry.....	6,236
69 T.C.	Gravenhurst to French River.....	20,735
60	Hwy. No. 11 (Huntsville) to Algonquin Park Headquarters.....	2,023
35	Hwy. No. 60 (Dwight) to Victoria County Bdry.....	632
124	Hwy. No. 11 (Sundridge) to Hwy. No. 69 T.C. (Parry Sound).....	3,898
118	Hwy. No. 35 (Dorset) to Hwy. No. 69 T.C. (Glen Orchard).....	456
121	Kinmount to Hwy. No. 35 (Minden), and Hwy. No. 35 to Tory Hill.....	3,359

Secondary Roads

532	Falkenburg to Hayes Corners.....	11,743
514	Hwy. No. 60 to Interlaken.....	608
518	Hwy. No. 69 T.C. to Hwy. No. 11.....	11,640
520	Hwy. No. 11 to Magnetawan and Dunchurch to Ardbeg.....	1,428
525	Gravenhurst to Gravenhurst Sanitorium.....	498
516	Hwy. No. 11 (Utterson) to Windermere Dock.....	448
527	Huntsville to Baysville.....	685
519	Redstone Lake to Haliburton, and Haliburton to Hwy. No. 121.....	8,586
530	Hwy. No. 35 (Carnarvon) to Sec. Rd. No. 519.....	2,819
500	Kinmount to 5 mi. east of Highland Grove.....	9,660
TOTAL.....		85,454

Totals of Other Work Done in District No. 11

Type of Work	Number or Amt.	Tons	Miles
Calcium dust layer, gravel roads.....	.....	416.3	164.4
Salt for de-icing roads, raw.....	.....	2,112.75	388.9
Salt in sand stockpiles.....	.....	3,031.00	.....
Sand for winter maintenance.....	.....	8,499.00	.....
Snowfencing erected, dismantled, stored.....	.....	.....	87.7
King's Highways snowplowed and kept open.....	.....	.....	496.00
Secondary roads snowplowed and kept open.....	.....	.....	260.00
Buildings erected, 1956-57.....	8	.....	.....
Roadside picnic places maintained.....	40	.....	.....
Off-road parks maintained.....	1	.....	.....
Scale houses maintained.....	2	.....	.....
Seeding by department forces.....(sq. yds.)	121,000	.....	.....
Zone painting, King's Highways.....(gals.)	6,949	.....	398.00
Zone painting, secondary roads.....(gals.)	1,591	.....	84.00
Signs erected, new or replacements.....	5,235	.....	.....
Traffic lights installed, 1956-57.....	2	.....	.....
Routine maintenance, King's Highways.....	.....	.....	511.00
Routine maintenance, secondary roads.....	.....	.....	260.00
Development roads built.....	.....	.....	30.75
Bridges built.....	2	.....	.....
Bridges painted.....	3	.....	.....

DISTRICT No. 13—NORTH BAY

J. D. FOSTER, District Engineer

Construction

During the 1956-57 construction season, two grading contracts and one clearing contract were completed in the King's Highway System of this District.

On the Secondary Roads, one clearing contract was completed, and day labour forces completed the rough grading of S.R. No. 535 from Crooked Lake to Hwy. No. 63, thus connecting Mattawa by a direct route to Thorne, which previously did not exist.

Maintenance

An effort was made to plow snow closer to the pavement during the past winter. The consumption of plow blades and shoes was increased greatly. No appreciable benefit was observed.

The use of a light one-way snow plow on the patrol trucks proved to be of great value. Snow clearance was facilitated during light snowfalls.

Grading and Culverts

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. Previous Years	Miles Compl. 1956-57
11	Trout Creek to Powassan.....	7.30	1955	4.0	3.30
11	Powassan to North Bay By-Pass.....	4.00	1955	3.0	1.00
17	1 mi. west of Petawawa to 1 mi. east of Chalk River, clearing and grubbing only....	7.31	1955	5.0	2.31
	Access Rd. Johns-Manville Plant to North Bay By-Pass, Gormanville Road.....	0.26	1956	.....	0.26
64	Alban to Rutter, clearing only.....	1.90	1956	.....	.....

Mining and Access Road

	North of Mattawa, Harrington Creek to Jct. Hwy. No. 63, day labour.....	23.50	1954	10.0	13.50
	TOTALS.....	44.27		22.0	20.37

Granular Base Laid on New Grading

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. Previous Years	Miles Compl. 1956-57	Tons Placed 1956-57
11	Trout Creek to Powassan, stockpiled 14,500 tons.....	7.30	1955	4.0	3.30	30,400
	Powassan Diversion, stockpiled 4,500 tons.....	4.0	1955	3.0	1.0	24,100
	Access Rd. Johns-Manville Plant to North Bay By-Pass, Gormanville Road.....	0.26	1956	.....	0.26	1,500
	TOTALS.....	11.56		7.0	4.56	56,000

Granular Base Laid Where No Grading Was Done

64	Sturgeon Falls to 5.5 mi. north....	5.5	1956	.....	5.5	46,950
64	Field to 10 mi. north.....	2.0	1956	.....	2.0	21,462
64	7 mi. south Lavigne to 7.4 mi. south.....	0.4	1956	.....	0.4	6,115



Grading, Powassan By-Pass, Highway 11, North Bay District, Sept. 26, 1955.



Completed Powassan By-Pass, mulch surfaced by day labour, Oct. 16, 1956.

Secondary Roads

607	Bigwood to Alban.....	0.5	1957	.....	0.5	13,055
522	Arnstein to 5 mi. east.....	5.0	1956	.....	5.0	37,500
535	Hagar to 3 mi. south of Hagar....	0.4	1957	.....	0.4	2,500
TOTALS.....		13.8			13.8	127,582

Hwy.
No.

Gravelling Contracts Not Including Granular Base

17	From Hwy. No. 17 to Allumette Island, stockpiled 2,450 tons....	1.1	1956	.....	1.1	1,675
17	Mattawa to North Bay, stock- piled 8,000 tons.....	40.0	1956	.....	.....	.....
64	Sturgeon Falls to Jct. Crystal Falls, stockpiled 10,000 tons....	7.0	1956	.....	.....	.....
64	Verner to Rutter, stockpiled 15,000 tons.....	43.0	1956	.....	.....	.....

Secondary Roads

539	Warren to River Val. } st'kpl'd 8,500 tons	27.0	1956	.....	.....	.....
539	Field to River Val. }					
522	5 mi. west Trout Cr. to Golden Valley, stockpiled 10,000 tons.	20.0	1956	.....	.....	.....
TOTALS.....		138.1			1.1	1,675

Crushed Gravel and Stone on Roads by Department Forces

Hwy. No.	Location	Tons on Road
11	Trout Creek to Temagami, shouldering.....	1,596
17	Pembroke to Hagar.....	8,971
63	North Bay to Timiskaming.....	795
64	Rutter to Hwy. No. 11 north.....	18,672

Secondary Roads

534	Powassan to Restoule.....	6,802
522	Trout Creek to Loring.....	10,604
535	Veuve River to Noelville.....	4,594
539	Field to River Valley.....	1,080
531	Bonfield to Spur, shouldering.....	39
607	Alban-Bigwood to French River.....	600
TOTAL.....		53,753



Department of Highways Garage and Salt Shed for Patrol Six, Highway 64, North Bay District.

Bituminous Pavement Built, Base Only

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. 1956-57	Tons Placed 1956-57
17	Allumette Island Bridge.....	1.10	1956	1.10	1,675
	Access Rd. Johns-Manville Plant to North Bay By-Pass-Gormanville Rd.....	0.26	1956	0.26	600
11	Nipissing Jct. to Channelization and Dupont Rd.....	0.50	1956	0.50	544
11	Nipissing Jct. to Burford Hill.....	0.60	1956	0.60	872
	Airport Rd.....	0.90	1956	0.90	859
	TOTALS.....	3.36		3.36	4,550

Bituminous Cold Mix Surface (Road Mix Mulch)

Hwy. No.	Location	Miles Compl. 1956-57	Tons Placed 1956-57
11	Trout Creek to Powassan.....	7.3	15,000
11	On Powassan Diversion.....	4.0	8,600
	TOTALS.....	11.3	23,600

Bituminous Prime on Gravel Surfaces

Hwy. No.	Location	Miles Compl. 1956-57	Gals. Bit. Used	Tons Sand Used
64	Crystal Falls Intersection to Marten River.....	29.9	86,886	3,336

Secondary Roads

534	Powassan to Restoule.....	21.2	67,700	2,232
	Restoule 5 mi. west.....	0.5	1,700	72
539	Field to River Valley.....	10.0	26,600	1,020
	Old Cache Bay Road for 1.5 mi. west of Sturgeon Falls.	1.5	2,700	162
	TOTALS.....	63.1	185,586	6,822



Hot mix paving at Sturgeon Falls, Highway 17, North Bay District.



Mulch surface, day labour project, on Highway 11, North Bay District,
2.5 miles north of Trout Creek.

Totals of Other Work Done in District No. 13

Type of Work	Number or Amt.	Tons	Miles
Surface treatment.....(gals.)	24,500		7.00
Calcium dust layer on gravel roads.....		773.45	205.60
Calcium for de-icing roads, various locations.....		18.10	
Salt for de-icing roads, raw.....		3,032.00	322.00
Salt in sand stockpiles.....		1,613.00	
Sand for winter maintenance.....		55,140.00	
Snowfencing erected, dismantled, stored.....			52.00
Snow hedges planted, 1956-57.....			1.60
King's Highways snowplowed and kept open.....			410.00
Secondary roads snowplowed and kept open.....			156.00
Buildings erected, 1956-57.....	3		
Roadside picnic places maintained.....	51		
Off-road parks maintained.....	5		
Scale houses maintained.....	1		
Seeding by department forces.....(sq. yds.)	290,400		
Zone painting, King's Highways.....(gals.)	3,962		302.50
Zone painting, secondary roads.....(gals.)	364		28.00
Signs erected, new or replacements.....	7,305		
Automatic signals at R.R. crossings, 1956-57.....	1		
Routine maintenance, King's Highways.....			410.00
Routine maintenance, secondary roads....			156.00
Mining and access roads built.....			13.50
Bridges built.....	1		



Hot mix bituminous asphalt paving on Highway 11, New Liskeard District, four miles south of Latchford.

DISTRICT No. 14—NEW LISKEARD

R. S. CHAPMAN, District Engineer

Construction

The paving and widening on the 10 miles of Highway No. 11 from Latchford southerly, which was commenced in 1955, was completed.

At Monteith, the bridge over the Driftwood River on the new alignment of Highway No. 11 was finished. This structure will not be opened to traffic until the grading and paving from Matheson North is completed. Good progress was made on the grading portion of this work and the paving is to commence in 1957.

The heavy grading on Highway No. 66 from Kirkland to Highway No. 11, which was commenced late in 1955, was completed except for trimming. This section is to be paved in 1957.

Highway No. 101 from Pamour to Timmins was gravelled and repaved to a width of 22 feet. A third lane or crawler lane was constructed for heavy trucks on a steep grade east of Schumacher and channelization built at South Porcupine and the Coniaurum Mine entrance.

On Highway 65, a 30' concrete arch culvert was installed across Evanturel Creek to eliminate a number of dangerous curves and replace a creosote timber structure.

Seven miles of grading were completed by day labour forces on the Mining and Access Road to Foleyet.

Maintenance

Spring was cold with snowfalls occurring until the first week in May. Break-up was late. Little frost damage occurred until the third week in May, but from then until the end of June it was unusually severe.

Summer and fall were cold and wet which caused difficulty with the priming operation and made it necessary to curtail mulching very considerably. The use of calcium dust layer was greatly reduced due to the weather.

An application of prime was made on 62 miles of road.

Mulch was laid on 16 miles of road, and seven miles of this was plant-mixed in a stock-pile then laid with graders. The balance was grader road-mix.

Winter operations commenced earlier than usual with the first snow on November 9. Frequent snowfalls until the end of the year necessitated the use of double the quantity of salt used in the same period of 1955, that is, 5 tons per mile as compared to $2\frac{1}{2}$ tons per mile. From then until spring salting was more normal, averaging 5 tons per mile as against $4\frac{1}{3}$ tons per mile in 1955. A total of 3500 tons was used on 350 miles of road. There were no unusually heavy snowfalls. A minimum of wind reduced drifting.

Grading and Culverts

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. Previous Years	Miles Compl. 1956-57
11	Matheson north.....	9.20	1956	.....	4.00
66	Kirkland Lake to Hwy. No. 11.....	7.65	1955	2.8	4.35
65	Evanturel Creek Revision.....	1.0	1956	.....	1.00
11	Driftwood River Bridge.....	0.10	1955	.....	0.10

Secondary Road

567	Latour Creek Revision, culvert only and detour, by day labour.....	0.50	1956	0.10
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Development Roads

Englehart to Larder Lake.....	24.00	1954	9.0	8.0
New Liskeard to Dawson Point Road.....	3.00	1956	3.0
Timmins to Airport Road.....	5.00	1955	2.0	3.0
Hwy. No. 65 to Twin Lakes Road.....	3.00	1956	.....	3.0

Mining Access Roads

616	Foleyet to Palomar, by day labour.....	12.00	1955	.....	7.0
TOTALS.....		65.45		13.8	33.55

Granular Base Laid on New Grading

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. Previous Years	Miles Compl. 1956-57	Tons Placed 1956-57
66	Kirkland Lake to Hwy. No. 11....	7.65	1955	2.8	4.35	220,343
65	Evanturel Creek Revision.....	1.00	1956	.....	1.00	61,293
11	Driftwood River Bridge.....	0.10	1955	.....	0.10	3,154
11	Matheson north.....	9.20	1956	.....	4.00	17,100

Secondary Road

567	Latour Creek Revision, by day labour.....	0.50	1956	0.10	4,500
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Development Roads

Englehart to Larder Lake.....	24.00	1954	9.0	8.00	10,000
New Liskeard to Dawson Point Road.....	3.00	1956	3.00	2,000
Hwy. No. 65 to Twin Lakes Road	4.00	1956	.....	4.00	2,000
Timmins to Airport Road.....	3.00	1955	1.0	2.00	3,000
TOTALS.....	52.35		12.8	20.55	323,390

Hwy.
No.**Granular Base Laid Where No Grading Was Done**

11	Kenogami to 12 mi. south.....	12.0	1955	12.0	1.0	27,100
101	Pamour to Timmins.....	11.0	1956	.....	11.0	164,368
11	Latchford south.....	20.0	1955	10.0	10.0	500
65	7 mi. west of New Liskeard to 13 mi. west.....	6.0	1956	.....	6.0	12,000
66	Hwy. No. 11 at Kenogami to 7 mi. west, patching.....	.....	1956	.....	.....	400
101	Warren Lake easterly, patching.	.....	1956	.....	.....	500
101	10 mi. east of Matheson easterly, patching.....	.....	1956	.....	.....	1,800

Secondary Roads

558	Haileybury to Montreal River, patching.....		1956			5,000
560	Charlton to Tamarac Creek.....	5.0	1956		5.0	18,000
560	Tamarac Creek to Temiskaming- Sudbury Bdry.....	55.0	1956			39,000
560	Temiskaming-Sudbury Bdry. to Westree and Gogama.....	78.0	1956			25,000
564	Hwy. No. 11 to Boston Creek, patching.....		1956			300
567	Hwy. No. 11 to Silver Centre.....	20.0	1956			6,000
569	Hwy. No. 11 to Hwy. No. 11 at Heaslip.....	17.0	1956			4,200
571	Hwy. No. 11 at Earlton to Inter- section S.R. No. 562, patching.		1956			600
572	Hwy. No. 11 to Holtzyre, patching		1956			600
577	Monteith to Ansonville.....	1.0	1956		1.0	3,000
616	Warren Lake westerly, patching.		1956			300
TOTALS.....		225.0		22.0	34.0	308,668

Gravelling Contracts Not Including Granular Base

66	Kirkland Lake to Hwy. No. 11....	7.65	1955	2.8	4.35	15,100
11	Kenogami south.....	12.00	1955	11.0	1.00	3,000
65	Evanturel to Creek.....	1.00	1956	.....	1.00	6,000
101	Pamour to Timmins.....	10.00	1956	.....	10.00	31,800
66	Kirkland Lake to Quebec Bdry...	27.00	1956	.....	27.00	12,000
11	Latchford south.....	10.00	1955	10.0	.....	500
65	New Liskeard west.....	8.00	1956	.....	8.00	14,000

Secondary Roads

560	Elk Lake to Gowganda.....	27.00	1956	.....	27.00	20,000
562 &	S. R. No. 571.....	10.00	1956	.....	10.00	7,500
577	Shillington to Monteith.....	7.50	1956	.....	7.50	10,000
577	Monteith to Ansonville.....	.....	1956	.....	.....	15,000

Development Roads

Twin Lake Road in Hudson Twp.	3.70	1956	.....	3.70	7,100
Dawson Point Road in Harris Twp.....	3.00	1956	.....	3.00	8,800
Road Lot 2, 3, 6 in Hilliard Twp.	6.00	1956	.....	6.00	5,500
Road in Casey Twp.....	.....	1956	.....	.....	1,950
Road in Brethour Twp.....	.....	1956	.....	.....	3,100
TOTALS.....	132.85		23.8	108.55	161,350

Crushed Gravel and Stone on Roads by Department Forces

Hwy. No.	Location	Tons on Road
65	From New Liskeard to Elk Lake.....	8,000
65	From New Liskeard easterly.....	1,300
66	From Hwy. No. 11 to Hwy. No. 65.....	4,000
101	From Warren Lake (Jct. S.R. No. 616) easterly.....	500
101	From 10 mi. east of Matheson easterly.....	500

Secondary Roads

560	Charlton to Tamarac Creek.....	3,000
560	Tamarac Creek to Temiskaming-Sudbury Bdry.....	2,000
562	Hwy. No. 65 to Thornloe.....	1,500
569	Hwy. No. 11 to Hwy. No. 11 at Heaslip.....	100
570	Hwy. No. 11 at Sesikinika.....	100
572	Hwy. No. 11 at Holtvre.....	500
577	Hwy. No. 101 at Ansonville.....	400
610	Connaught at Hwy. No. 101.....	1,400
TOTAL.....		23,300

Bituminous Pavement Built

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. Previous Years	Miles Compl. 1956-57	Tons Placed 1956-57
11	Kenogami south for 12 mi.....	12.0	1955	2.0	10.0	14,050
11	Kenogami north for 12.5 mi.....	12.5	1955	11.7	0.8	2,300
TOTALS.....		24.5		13.7	10.8	17,350



Grading on Highway 65, New Liskeard District, facing north at Kenabuk.

Bituminous Cold Mix Surface (Road Mix Mulch)

Hwy. No.	Location	Miles Compl. 1956-57	Tons Placed 1956-57
101	Intersection Sec. Rd. No. 576 to 6.75 mi. south-west.....	6.75	11,300
65	New Liskeard town limits to 6.20 mi. west, by day labour.....	6.2	7,000

Development Road

Twin Lakes Road, Hudson Twp. from Hwy. No. 65 southerly.....	3.7	2,000
TOTALS.....	16.65	20,300

Hwy.
No.**Bituminous Resurfacing Old Pavements**

101	Pamour to Timmins.....	11.0	30,025
11	Latchford south for 10 mi.....	10.0	21,100
	TOTALS.....	21.0	51,125

Bituminous Prime on Gravel Surfaces

Hwy. No.	Location	Miles Compl. 1956-57	Gals. Bit. Used 1956-57	Cu. Yds. Sand Used 1956-57
65	Elk Lake to 36 mi. east.....	36.0	120,000	2,600
66	From Hwy. No. 65 near Matachewan to Hwy. No. 11 at Kenogami.....	26.0	84,500	1,850
TOTALS.....		62.0	204,500	4,450

Totals of Other Work Done in District No. 14

Type of Work	Number or Amt.	Tons	Miles
Calcium dust layer on gravel roads.....		171	351.7
Salt for de-icing roads, raw.....		3,531	350.0
Salt in sand stockpiles.....		735	
Sand for winter maintenance.....		22,500	
Snowfencing erected, dismantled, stored.....			95.0
King's Highways snowplowed and kept open.....			422.00
Secondary roads snowplowed and kept open.....			319.00
Buildings erected (at Timmins).....		1	
Roadside picnic places maintained.....		21	
Off-road parks maintained.....		6	
Scale houses maintained.....		3	
Seeding by department forces.....(sq. yds.)	25,000		
Zone painting, King's Highways.....(gals.)	3,600		312.00
Zone painting, secondary roads.....(gals.)	230		18.00
Signs erected, new or replacements.....	1,232		
Automatic signals at R.R. crossings, Earlton.....	1		
Routine maintenance, King's Highways.....			422.00
Routine maintenance, secondary roads.....			339.00
Mining and access roads built, towards Foleyet.....			6.00
Bridges built.....	2		
Right-of-way fences erected.....			9.00

DISTRICT No. 16—COCHRANE**E. J. ORR, District Engineer****Construction**

The most outstanding feature in construction during the past year was the erection of a Bailey Bridge over the Mattagami River at Smooth Rock Falls on Highway No. 11. This bridge has a total length of 510 feet and is supported by 6 rock filled cribs. Three of the cribs were extended upward with Bailey Towers. About 0.75 of a mile of paved approaches was necessary. Traffic is controlled by automatic signal lights. The construction of the permanent bridge at this location was started, with expected completion early in 1958.

The D.H.O. Asphalt Plant continued paving operations, pushing the pavement easterly from Longlac to the Pagwachuan River.

Seven creosoted timber bridges were erected on Highway No. 11 west of Hearst replacing native timber structures.

Winter excavation of muskeg was carried out on the Hunta Diversion.

Maintenance

Only new and different piece of equipment received was the "Berm Leveller" which proved very satisfactory in keeping gravel close to the edge of the pavement. In former years we used a regular grader with mouldboard and this necessitated making a double trip.



Bailey Bridge, from Department of Highways' war-surplus reserves, serving traffic on Highway 11, during construction of new bridge over the Mattagami River at Smooth Rock Falls, Cochrane District.

This is the third winter that we have used the teletype. We obtain a speedier report on the condition of the highways, throughout the province. Also it speeds communication between the Districts and Head Office.

The new Equipment Heated Storage Building in Cochrane enabled District to have all equipment at one central location instead of renting storage locations.

Grading and Culverts

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. Previous Years	Miles Compl. 1956-57
11	From 6 mi. west to 10.5 mi. west of Cochrane.	4.5	1955	4.0	0.5
	From 10.5 mi. west of Cochrane to Hunta Diversion.....	7.9	1956	.....	.....
	TOTALS.....	12.4		4.0	0.5

Development Roads

	Smooth Rock Falls to Smooth Rock Falls Jct., misc. clean-up.....	3.0	1955	3.0	.....
	Remi Lake Sec. Rd. to Remi Lake Public Park.....	2.7	1955	2.5	0.2
	South bdry. Glackmeyer Twp. to north bdry. and west on north bdry. along "Genier" Road, improving grade, ditching, etc.....	12.5	1956	.....	3.5
	In Township of Walker.....	4.0	1956	.....	4.0
	TOTALS.....	22.2		5.5	8.2

Granular Base Laid on New Grading

Hwy. No.	Location	Miles in Project	Year Begun	Miles Compl. Previous Years	Miles Compl. 1956-57	Tons Placed 1956-57
11	From Cochrane 6 mi. west to 10.5 mi. west.....	4.5	1955	4.0	0.5	238,000

Development Roads

	Remi Lake Sec. Rd. to Remi Lake Park.....	2.7	1955	1.0	1.7	2,700
	Walker Twp. Road.....	4.0	1956	.....	4.0	4,800
	TOTALS.....	11.2		5.0	6.2	245,500

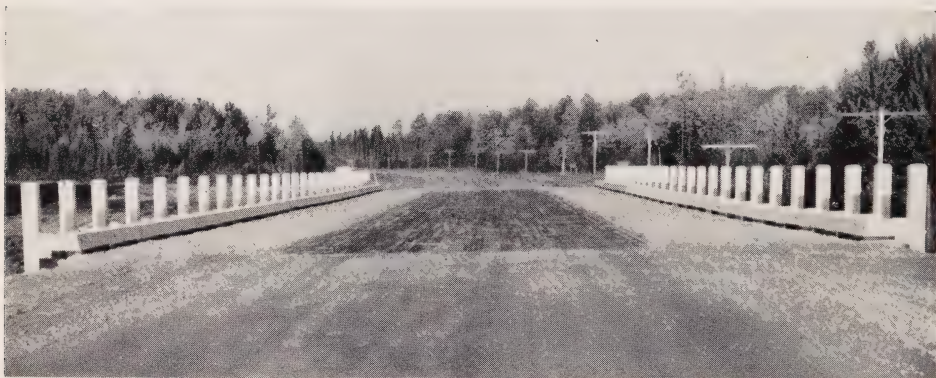
Hwy. No.

Granular Base Laid Where No Grading Was Done

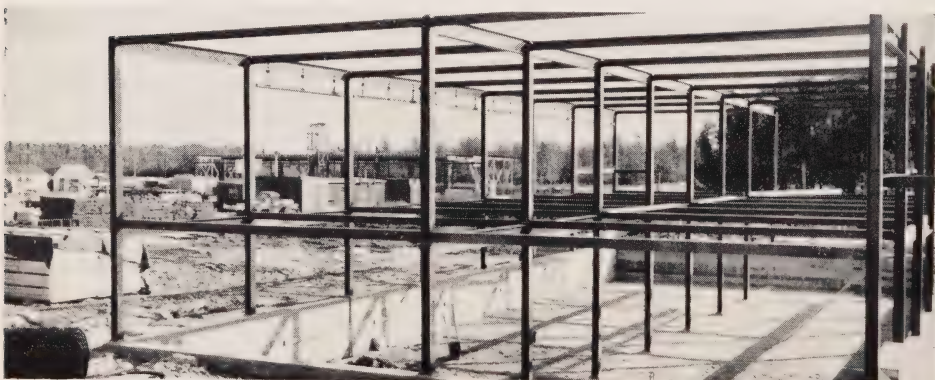
11	Smooth Rock Falls to Strickland.	10.4	1955	9.0	1.4	6,000
11	Longlac east to mile 49-55.....	6.0	1955	2.5	3.5	84,000
11	East Thunder Bay Bdry. to 10.2 mi. easterly.....	10.2	1956	.....	10.2	227,600
11	42 mi. west of Hearst easterly for 12 mi.	12.0	1956	.....	11.0	180,000
11	12 mi. west of Hearst westerly for 18 mi.	18.0	1956	.....	8.0	88,000
11	10.2 mi. east of Thunder Bay to 23 mi. east, started in March, 1957.....	12.8	1957	.....	.....	.....
11	23 mi. east Thunder Bay to 34.9 mi. east.....	11.9	1957	.....	6.0	137,000
11	Hearst westerly to 10 mi. west, started in March, 1957.....	10.0	1957	.....	.....	.....
11	Smooth Rock Falls easterly for 10.1 mi.....	10.1	1956	.....	10.1	145,000
	TOTALS.....	101.4		11.5	50.2	867,600



Department of Highways' Asphalt Plant in operation at Klotz Lake on Highway 11, Cochrane District.



Creosoted timber Bridge over Valentine Creek, five miles west of Hearst, Highway 11, Cochrane District.



Steel up for new Department of Highways' Offices and Storage Building at Cochrane, headquarters town of District No. 16.

Gravelling Contracts Not Including Granular Base

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. 1956-57	Tons Placed or Stockpiled 1956-57
11	Opasatika to Mattice.....	20.0	1955	20.0	10,000
11	Hearst to Mattice.....	19.0	1956	19.0	20,000
11	From 11 mi. west of Cochrane to 31 mi. west of Cochrane.....	20.0	1956	20.0	25,000
Secondary Roads					
583	Lac Ste. Therese to Coppel.....	30.0	1956	30.0	10,000
579	Cochrane to Gardiner.....	18.0	1956	18.0	10,000
574	Cochrane to Norembega.....	18.0	1956	18.0	10,000
583	Lac Ste. Therese to Coppel.....	30.0	1956	30.0	10,000
578	Herman Lake to Montrock.....	5.6	1956	5.6	7,500
TOTALS.....		160.6		160.6	102,500

Crushed Gravel and Stone on Roads by Department Forces

Hwy. No.	Location	Tons on Road
67	Porquis Jct. to Ansonville.....	4,173
11	Porquis Jct. to Cochrane.....	570
11	Cochrane to Smooth Rock Falls.....	8,172
11	Smooth Rock Falls to Kapuskasing.....	600
11	Kapuskasing to Nagagami River.....	38,000
Secondary Roads		
574	Cochrane to Norembega.....	2,325
579	Cochrane to Gardiner.....	2,400
583	Lac Ste. Therese to Meade.....	1,380
TOTAL.....		57,620

Bituminous Pavement Built

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. Previous Years	Miles Compl. 1956-57	Tons Placed 1956-57
11	Smooth Rock Falls to 10.1 mi. easterly, base course only.....	10.1	1956	.....	10.1	13,000
11	From 6 mi. west of Cochrane to 10.5 mi. west.....	4.5	1956	.....	4.5	10,000
11	Longlac to Hearst.....	132.0	1954	42.5	17.5	49,000
11	Smooth Rock Falls to Strickland.....	10.4	1955	9.0	1.4	4,590
TOTALS.....		157.0		51.5	33.5	76,590

Totals of Other Work Done in District No. 16

Type of Work	Number or Amt.	Tons	Miles
Calcium dust layer, gravel roads.....	.....	1,308	227.0
Calcium for de-icing roads.....	.....	22	157.0
Salt for de-icing roads, raw.....	.....	1,093	157.0
Salt in stockpiles.....	.....	385	.....
Sand for winter maintenance.....	.....	8,800	.....
Snowfencing erected, dismantled, stored.....	.....	.....	22.34
King's Highways snowplowed and kept open.....	.....	.....	307.82
Secondary roads snowplowed and kept open.....	.....	.....	71.44
Buildings erected.....	8	.....	.....
Roadside picnic places maintained.....	8	.....	.....
Scale house maintained.....	1	.....	.....
Zone painting, King's Highways..... (gals.)	746	.....	75.00
Zone painting, secondary roads.....	.....	.....	3.10
Traffic lights installed.....	1	.....	.....
Automatic signals at R.R. crossings.....	2	.....	.....
Routine maintenance, King's Highways.....	.....	.....	307.82
Routine maintenance, secondary roads.....	.....	.....	71.44
Bridges built.....	7	.....	.....

DISTRICT No. 17—SUDBURY**W. S. COLE, District Engineer****Construction**

Paving of Hwy. No. 69, Trans-Canada, was completed during the year from the French River north to Sudbury. The overhead structure at Copper Cliff was completed and also opened to traffic. Improvement of King's Hwy. No. 17 to the east of Sudbury was started. Improvement of several secondary roads in the District was carried out.

Maintenance

Using hydraulic seeding and mulching equipment, 205 acres of side slopes on new construction were seeded. Good results were observed on some of this but a large part was done in the fall and results will not be apparent until 1957.

Three new Cockshutt tractors with mowers and front-end loaders, two half-ton trucks, two five-ton trucks and a 100 H.P. grader were received this year as additional equipment as well as replacements of three half-ton, three one-ton, four three-ton and two five-ton trucks.

Grading and Culverts

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. 1956-57
17	Coniston to Falconbridge Rd.....	4.35	1956	.....
17	Wanapitei easterly.....	8.0	1956	.....
69 T.C.	At Jct. Long Lake Rd.....	0.05	1956	0.05

Secondary Roads

536	Hwy. No. 17 T.C. to Creighton Mine.....	3.44	1955	3.44
544	Murray Mine to Azilda.....	3.8	1956	.....
544	Larchwood westerly.....	5.8	1956	.....
TOTALS.....		25.44		3.49

Granular Base Laid on New Grading

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. 1956-57	Tons Placed 1956-57
69 T.C.	At Wanapitei River Bridge.....		1955	.....	2,847
69 T.C.	French River northerly.....	14.4	1956	14.4	48,333
69 T.C.	Wanapitei River south, prior to paving.....	14.4	1955	14.4	6,227
17 T.C.	Copper Cliff Road west, prior to paving....	1.9	1955	1.9	4,404

Secondary Road

536	Hwy. No. 17 T.C. to Creighton Mine.....	3.44	1955	3.44	9,931
TOTALS.....		34.14		34.14	71,742

Granular Base Laid Where No Grading Was Done**Development Road**

198	Chelmsford to Val Caron.....	10.52	1956	10.52	25,353
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One of Department of Highways stock of wartime Bailey Bridges (left) serves traffic as Wanapitei River Bridge on Highway 69, Trans-Canada, begun in Sudbury District, Sept. 25, 1956.



Wanapitei River Bridge on Highway 69, Trans-Canada, Sudbury District, shown completed, Oct. 15, 1956.

Hwy.
No.**Gravelling Contracts Not Including Granular Base**

17 T.C. Spanish River Bridge.....	1955	.....	5,848
17 T.C. C.P.R. Overhead west of Nairn.....	1955	.....	5,318
17 T.C. Copper Cliff west.....	1955	1.9	2,148
17 T.C. Nairn Overhead Bridge to Spanish River Bridge.....	4.33	1956	4,357
69 T.C. Wanapitei River Bridge.....	1955	.....	2,500
69 T.C. Wanapitei River south.....	14.4	1955	14.4
69 T.C. Sudbury to Capreol.....	20.0	1956	20.0

Secondary Roads

536	Hwy. No. 17 T.C. to Creighton.....	3.44	1955	3.44	7,952
536	Hwy. No. 17 T.C. to Creighton.....	3.44	1956	.....	5,800
540	Little Current to Gore Bay.....	40.0	1956	40.0	9,989
540	Gore Bay to Meldrum Bay.....	47.0	1956	47.0	14,997
541	Falconbridge to Skead.....	18.0	1956	18.0	10,000
542	Tehkummah to Mindemoya.....	15.0	1956	15.0	10,004
542, 551	West Bay to Gore Bay via Mindemoya.....	32.0	1956	32.0	14,998
544	Larchwood west.....	5.8	1956	23.0	3,244

Development Road

198	Chelmsford to Val Caron.....	10.52	1955	10.52	29,022
TOTALS.....		215.83		225.26	154,736

Crushed Gravel and Stone on Roads by Department Forces

Hwy. No.	Location	Tons on Road
17 T.C. Hagar to Baldwin Twp. Line.....		2,500
68	Hwy. No. 17 T.C. to South Bay Mouth.....	22,800
69 T.C. French River to Capreol.....		9,300

Secondary Roads

536	Hwy. No. 17 to Creighton.....	250
537	Wanup to Wanapitei.....	4,000
540	Little Current to Meldrum Bay and Barrie Island.....	14,500
541	Hwy. No. 17 T.C. to Falconbridge and Skead.....	5,600
542	Tehkummah to Gore Bay.....	18,200
544	Sudbury to Levack and Cartier.....	17,150
545	Capreol to Milnet.....	1,350
549	Hwy. 17 T.C. to Penage.....	3,500
551	West Bay to Providence Bay.....	3,900
606	Hwy. 17 T.C. to Markstay.....	350
TOTAL.....		103,400

Bituminous Pavement Built

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. 1956-57	Tons Placed 1956-57
69 T.C. French River northerly.....		14.4	1956	14.4	32,105.5
69 T.C. Wanapitei River southerly.....		14.4	1955	14.4	17,204.5
17 T.C. Copper Cliff Road westerly.....		1.9	1955	1.9	5,209.7
17 T.C. Nairn Overhead to Spanish River Bridge..		4.33	1956	.....	955.0

Secondary Road

536	From Jet. Hwy. No. 17 T.C. to Creighton.....	3.44	1956	.....	5,213.0
TOTALS.....		38.47		30.7	60,687.7



Piers in for Bridge over Spanish River, Highway 17, Trans-Canada, four miles west of Nairn, Sudbury District, Sept. 23, 1955.



Grading completed, Highway 17, Trans-Canada, four miles west of Nairn, Sudbury District, on approach to Spanish River Bridge. Old and new bridges shown above. New Bridge pictured above, centre.



Spanish River Bridge on Highway 17, Trans-Canada, Sudbury District, completed and in service on October 11, 1956.

Bituminous Prime on Gravel Surfaces

Hwy. No.	Location	Miles Compl. 1956-57	Gals. Bit. Used 1956-57	Cu. Yds. Sand Used 1956-57
68	Espanola to Lewis Lake.....	23.0	59,825	979
68	Sheguiandah to South Bay Mouth.....	38.0	96,925	1,382
69 T.C.	Hanmer south.....	3.0	7,900	176

Secondary Roads

541	Falconbridge to Bailey's Corners.....	3.6	9,875	194
549	Hwy. No. 17 T.C. to Penage Lake.....	9.0	23,050	401
551, 542	West Bay to Tehkummah.....	25.0	76,135	1,377
551, 542	Mindemoya to Providence Bay and Spring Bay.....	13.0	35,725	604
TOTALS.....		114.6	309,435	5,113

Mining and Access Roads

W.O. 5-514			
Killarney-Burwash, Burnt Bridge, 69.7',			
day labour.....	Creosote timber		100%
Killarney-Burwash, Chikanishing River,			
114.1', day labour.....	Creosote timber		100%
Killarney-Burwash, Scott's Creek, 16.6', day			
labour.....	Creosote timber		100%

Totals of Other Work Done in District No. 17

Type of Work	Number or Amt.	Tons	Miles
Mulch and cold mix paving.....		10,000	
Surface treatment..... (gals.)	75,000		25.0
Calcium dust layer on gravel roads.....		865	229.6
Salt for de-icing roads, raw.....		3,518	
Salt in sand stockpiles.....		1,055	
Sand for winter maintenance.....		18,000	
Snowfencing erected, dismantled, stored.....			67.5
King's Highways snowplowed and kept open.....			232.8
Secondary roads snowplowed and kept open.....			261.6
Buildings erected, salt storage shed.....	1		
Roadside picnic places maintained.....	5		
Off-road parks maintained.....	3		
Scale houses maintained.....	1		
Seeding by department forces..... (sq. yds.)	992,200		
Zone painting, King's Highways..... (gals.)	2,906		178.6
Zone painting, secondary roads..... (gals.)	1,477		87.1
Signs erected, new or replacements.....	4,400		
Automatic signals at R.R. crossings.....	1		
Routine maintenance, King's Highways.....			232.8
Routine maintenance, secondary roads.....			276.6
Development roads built.....			10.52
Mining and access roads built.....			4.0
Mining and access roads improved.....			7.0



Multiple culverts at Depot Lake on Elliot Lake Road, ten miles north of Highway 17, Trans-Canada, Blind River District.

DISTRICT No. 18—BLIND RIVER

D. P. COLLINS, District Engineer

Construction

Grading of Sec. Rd. No. 612 (Quirke Lake Rd.), length 26 miles, was completed in this year. It is notable that the settlement of rock fills placed in the winter of 1955-56 resulted in the placing of greater granular depths than was anticipated.

The new structure at Birch Creek (Highway No. 17, T.C., near Webbwood) was started. The movement of the west bank resulted in the displacement of the piles driven for the west abutment. The seriousness of this displacement was investigated by a consulting firm. The recommendations following this investigation called for an extension of the structure and a definite set of construction steps. These are in the process of being carried out. The material encountered at this location is a stratum of dense varved silt, the varves are composed of light grey silt and dark brown clay. Failure occurred as a deep seated progressive movement resulting from remoulding of the material due to pile driving.

Maintenance

In regards to summer maintenance, one of the chief experiments was the use of the moto-paver between Iron Bridge and Thessalon. This work was pavement patching and the results were very good. This was attributed to there being good, clean, well-graded aggregate and tight control of the mix.

Two Huber maintainers were added to the District which improved the maintenance on the shoulders.

A step up in the efficiency of our winter maintenance operations was also carried out. The first one-way plow on a 3 ton patrol truck was introduced and proved to be a great help especially on a patrol which gets a heavy snowfall.

Excessive snowfall required a snowblower to be brought in from Owen Sound.

Grading and Culverts

	Location	Total Miles in Project	Year Begun	Miles Compl. 1956-57
Secondary Roads				
612	From Hwy. No. 17 T.C. northerly to Depot Lake, first section.....	9.82	1956	9.82
612	From Depot Lake north to 8.22 mi. south of Quirke Lake, second section.....	7.94	1956	7.94
612	From 8.22 mi. south of Quirke Lake to Quirke Lake, third section.....	8.22	1956	8.22
	TOTALS.....	25.98		25.98

Granular Base Laid on New Grading

	Location	Total Miles in Project	Year Begun	Miles Compl. 1956-57	Tons Placed 1956-57
Secondary Roads					
612	From Hwy. No. 17 T.C. northerly to Depot Lake, first section.....	9.82	1956	9.82	302,999
612	From Depot Lake north to 8.22 mi. south of Quirke Lake.....	7.94	1956	7.94	262,912
612	From 8.22 mi. south of Quirke Lake to Quirke Lake.....	8.22	1956	8.22	239,581
	TOTALS.....	25.98		25.98	805,492

Hwy.
No.**Granular Base Laid Where No Grading Was Done**

17 T.C. Spanish east and west, prior to paving.....	6.94	1956	6.94	41,486.06
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Hwy.
No.**Gravelling Contracts Not Including Granular Base**

17 T.C. Spanish east and west.....	6.94	1956	6.94	37,491
17 T.C. Thessalon to Iron Bridge.....	16.0	1956	16.0	10,000
17 T.C. Sault Ste. Marie to 20 mi. east.....	20.0	1956	20.0	10,000
17 T.C. North from Sault Ste. Marie to 20 mi. north.....	20.0	1956	20.0	15,000
129 Mile 28 to Aubrey Falls.....	40.0	1956	40.0	20,000
129 Chapleau to 43 mi. south.....	43.0	1956	43.0	20,000

Secondary Roads

546, 554 Iron Bridge to Hwy. No. 129.....	26.0	1956	26.0	10,000
552 Hwy. No. 17 T.C. to Silver Birches.....	5.0	1956	5.0	5,000
612 Hwy. No. 17 T.C. north to Depot Lake, first section.....	9.82	1956		10,000
Depot Lake north to 8.22 mi. south of Quirke Lake, second section.....	7.94	1956	7.94	9,640
8.22 mi. south of Quirke Lake to Quirke Lake, third section.....	8.22	1956	8.22	10,007
TOTALS.....	202.92		193.10	157,138

Hwy.
No.**Bituminous Pavement Built**

17 T.C. Spanish east and west.....	6.94	1956	6.94	18,499
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Bituminous Cold Mix Surface (Road Mix Mulch)

Hwy. No.	Location	Miles Compl. 1956-57	Tons Placed 1956-57
17 T.C. Iron Bridge to Thessalon, pavement patching with moto-paver....		7	10,500

Hwy.
No.**Bituminous Resurfacing Old Pavements**

17 T.C. Sault Ste. Marie north to Island Lake where required.....	1	1,000
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Bituminous Surface Treatment

Hwy. No.	Location	Miles Compl. 1956-57	Gals. Bit. Used 1956-57	Tons Chips Used 1956-57
17 T.C. Kirby's Corners north to Mile 25.....		6.5	20,000	720
17 T.C. Montreal River to 10 mi. north.....		10.0	33,000	1,100
TOTALS.....		16.5	53,000	1,820

Hwy.
No.**Bituminous Prime on Gravel Surfaces**

17 T.C. North from 10 mi. north of Montreal River to Agawa.....	3	8,500
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Crushed Gravel and Stone on Roads by Department Forces

Hwy. No.	Location	Tons on Road
129	12 mi. north of Aubrey Falls to 35 mi. north of Aubrey Falls.....	10,000
129	Mile 30 to Aubrey Falls.....	1,500
129	35 mi. north of Aubrey Falls to Chapleau.....	1,000
17 T.C. North of Agawa to 3 mi. south.....		3,000

Secondary Roads

548	Richards Landing south.....	3,000
563	Batchawana Village Road.....	1,500
556	Various locations.....	2,000
561	Lower 15 miles.....	3,000
TOTAL.....		25,000

Totals of Other Work Done in District No. 18

Type of Work	Number or Amt.	Tons	Miles
Surface treatment at various locations.....(gals.)	53,000	.....	.....
Calcium dust layer, gravel roads.....	.....	440	.....
Salt for de-icing roads.....	.....	1,175	.....
Salt in sand stockpiles.....	.....	955	.....
Sand for winter maintenance.....	.....	30,000	.....
Snowfencing erected, dismantled, stored.....	.....	.....	16.4
King's Highways snowplowed and kept open.....	.....	.....	385.0
Secondary roads snowplowed and kept open.....	.....	.....	244.6
Shrubs received and planted.....	50,000	.....	.....
Buildings erected.....	2	.....	.....
Roadside picnic places maintained.....	15	.....	.....
Off-road parks maintained.....	1	.....	.....
Scale houses maintained.....	2	.....	.....
Zone painting, King's Highways.....(gals.)	3,490	.....	266.0
Zone painting, secondary roads.....(gals.)	240	.....	20.0
Signs erected, new or replacements.....	3,000	.....	.....
Routine maintenance, King's Highways.....	.....	.....	385.0
Routine maintenance, secondary roads.....	.....	.....	286.6

WHITE RIVER PROJECT

E. R. KENNY, Project Engineer

Construction

At the beginning of the fiscal year 29 miles of Highway 17 in this area was under construction and clearing was being carried out on 45 miles. During the fiscal year 1956-57 an additional 54 miles of clearing was undertaken and construction was started on 70 miles of new highway.

Major difficulty in construction throughout the project is in getting equipment and staff to some of the jobs, this is most evident on the two grading contracts north of the Agawa River where construction of the first five miles north must be carried on progressively, cut by cut, from one end due to the extremely rugged country. Contractors on the next ten miles had to take their equipment, fuel and supplies by barge from Sault Ste. Marie and make beach landings 12 miles north of the Agawa, a 110 mile journey by water. These barges were anchored for days before weather conditions were favourable for a beach landing. Over other sections it was necessary for them to construct tote roads and temporary bridges in order to reach their contract areas. Completion of this project will close the gap in the Trans-Canada Highway between the Agawa River and Marathon.

Grading and Culverts

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. Previous Year	Miles Compl. 1956-57
17 T.C.	From 10 mi. east of Marathon to 21.8 mi. east of Marathon. (This contract, 56-43, begun in Jan. 1957).....	11.8	1957	.....	.....
17 T.C.	From 21.8 mi. east of Marathon to 33.8 mi. east of Marathon.....	12.0	1956	.....	.....
17 T.C.	From 33.8 mi. east of Marathon to 10.6 mi. west of White River.....	11.4	1956	.....	.....
17 T.C.	From Agawa River to 5 mi. north.....	5.0	1956	.....	.....
17 T.C.	From 5 mi. north Agawa River to 15 mi. north.....	10.0	1956	.....	.....
17 T.C.	From White River east.....	8.4	1955	1.2	1.6
17 T.C.	From White River west.....	10.5	1955	0.5	2.4
TOTALS.....		69.1		1.7	4.0

Granular Base Laid on New Grading

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. 1956-57	Tons Placed 1956-57
17 T.C.	White River east.....	8.4	1956	2.8	16,565
17 T.C.	White River west.....	10.5	1956	2.9	5,835
TOTALS.....		18.9		5.7	22,400



Heavy Grading on new section of Secondary Highway 612, at 1.25 miles north of Highway 17, Trans-Canada, Blind River District.



Three miles east of Atikokan on Highway 120, Fort William District. Paving completed. Zone striping and visibility noteworthy.

DISTRICT No. 19—FORT WILLIAM

J. B. GARLAND, District Engineer

Construction

Paving of the Atikokan Highway was pushed further east with the near completion of approximately 30 miles easterly from Atikokan.

Further progress was made on T.C. Highway 17, Trans-Canada, west of the Lakehead with reconstruction, grading contracts from Shabaqua west for 7.5 miles and Sistonen's Corner south for 5.2 miles. Also paving of the section between Shabaqua and Sistonen's was completed, as was the new bridge structure over the Matawin River.

On the Trans-Canada Highway east of the Lakehead, a ten mile section from Red Rock west was placed under reconstruction of which 7 miles was completed. The paving of a 40 mile section west from Marathon was completed and the ten mile grading contract east of Marathon was opened to traffic, through to Manitowadge, early in the fall. Construction of new bridge structures at the Steel River, Prairie River and the Little Pic River were commenced.

At the Little Pic River bridge site, the instability of the soil on the east bank caused several slides which prevented the contractor from proceeding with pier construction in the usual manner. As a result a method of de-watering of the bank, known as Electro-Osmotic Stabilization was undertaken, under the direction of the consultants on the structure.

Maintenance

During the Summer of 1956, this District used 8 Snow Plow Trucks to haul gravel for general maintenance purposes, and for some reconstruction. They were found to be both economical and convenient.

The Department purchased a Sand Screen for this District.

All our spray patching was done with emulsions. Instead of tearing up old prime surfaces before spring priming again, we kept a grader on them and kept the holes filled with gravel from the shoulders. We sometimes had to add gravel where there wasn't sufficient material on the shoulders. The idea of this was to maintain as much of the old prime as was possible so that after laying the next layer of prime the occurrence of small holes would be fewer. In certain areas where the prime broke up exceptionally, we primed them with our own equipment and then they were primed again by the contractor, and we found that the amount of patching necessary during the summer was lessened by an amount greater than what it cost to place the first layer of prime.

In order to cut down the time necessary to mix mulch in a pug mill we tried a tank car (8,000 gallons) of bitumuls for mixing mulch. It was not necessary to dry the aggregate and we could put approximately 2,000 gallons a day as compared to 500 gallons of a cutback asphalt where the aggregate had to be dried. However, it was found necessary to use the material when it was ready *and not when we were* ready to use it. We have since reverted to using a cutback asphalt and drying the aggregate for this season.

Last year this District for the first time used the D.H.O. hydra-seeder for seeding slopes, and we found it to be very efficient.

On Highway 17 West at Upsala, we had an 8-mile stretch of hot mix asphalt that was laid too rich and it has bled continually. We corrected this situation by rolling in $\frac{3}{8}$ " chips and this year we will have to add a few chips, roll them in, and the problem will be solved.

Snow fences were not placed on King's Highways this past winter and we found them unnecessary because of our methods of snow-plowing.

Once again, we found the teletype to give us a fast and convenient service.

Grading and Culverts

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. Previous Years	Miles Compl. 1956-57
17 T.C.	Shabaqua, Jct. Hwy. No. 17 to 7 mi. north.	7.0	1955	0.6	6.0
17 T.C.	Sistonen's Cor. to 5 mi. south.....	5.0	1955	0.4	3.2
120	Shabaqua Cor. to 7.5 mi. west, and	7.5	1955	1.0	5.3
120	7.5 mi. west to 14.6 mi. west.....	7.1	1955	0.2	4.8
17 T.C.	Red Rock Cor. to 5.0 mi. west.....	5.0	1956	.....	4.8
17 T.C.	5 mi. west of Red Rock Cor. to 10.0 mi. west.....	5.0	1956	.....	3.5
17 T.C.	Marathon to 10 mi. east.....	10.0	1955	4.4	4.3
17 T.C.	6 mi. east Nipigon to 3 mi. east Rossport....	0.75	1956	.....	.....
TOTALS.....		47.35		6.6	31.9

Granular Base Laid on New Grading

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. Previous Years	Miles Compl. 1956-57	Tons Placed 1956-57
17 T.C.	From Red Rock Cor. to 5 mi. west.....	5.0	1956	.....	4.8	39,000
17 T.C.	From 5 mi. west Red Rock Cor. to 10 mi. west.....	5.0	1956	.....	3.5	38,900
120	Shabaqua Cor. to 7.5 mi. west.	7.5	1955	1.0	5.3	19,000
120	From 7.5 mi. west Shabaqua Cor. to 14.8 mi. west.....	7.3	1955	.....	4.8	11,000
17 T.C.	Marathon to 10 mi. east.....	10.0	1955	.....	4.3	24,620
17 T.C.	Sistonen's Cor. to 5.1 mi. south	5.1	1955	.....	3.2	166,000
TOTALS.....		39.9		1.0	25.9	298,520

Hwy.
No.**Granular Base Laid Where No Grading Was Done**

17 T.C.	Marathon to Little Pic River (prior to paving).....	18.3	1955	5.5	12.8	70,590
17 T.C.	Little Pic River to Jackfish Lake.....	22.0	1955	5.7	16.3	106,520
120	Atikokan to 15 mi. east.....	15.0	1955	8.3	6.7	14,800
120	15 mi. east of Atikokan to 30 mi. east.....	15.0	1956	.....	14.3	58,000
TOTALS.....		70.3		19.5	50.1	249,910

Gravelling Contracts Not Including Granular Base**Secondary Roads**

585	From Jct. Hwy. No. 17 to Pine Portage.....	24.0	1956	.....	24.0	21,300
593	From Jct. S.R. No. 588 to south end.....	10.0	1956	.....	10.0	9,000
595	From Jct. S.R. No. 608 to south end.....	24.0	1956	.....	24.0	20,800
597	From Jct. S.R. No. 595 to Jct. S.R. No. 608.....	7.0	1956	.....	7.0	6,400
TOTALS.....		65.0			65.0	57,500

Hwy.
No.**Bituminous Pavement Built**

17 T.C.	Marathon to Little Pic River..	18.3	1955	4.0	14.3	30,925
17 T.C.	Little Pic River to Jackfish Lake.....	22.0	1956	.....	22.0	45,726
120	Atikokan to 15 mi. east.....	15.0	1955	7.5	7.5	15,495
120	15 mi. east of Atikokan to 30 mi. east.....	15.0	1956	.....	14.0	28,108
17 T.C.	Sistonen's Cor. to Shabaqua....	12.88	1955	3.0	9.88	21,433
TOTALS.....		83.18		14.5	67.68	141,687

Hwy.
No.**Bituminous Cold Mix Surface (Road Mix Mulch)**

17 T.C.	Red Rock to Nipigon.....	3.3	4,950
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Bituminous Prime on Gravel Surfaces

Hwy. No.	Location	Miles Compl. 1956-57	Gals. Bit. Used 1956-57	Yds. Sand Used 1956-57
17 T.C.	Terrace Bay to Jackfish.....	13.0	279,050	10,012
17 T.C.	Nipigon to Schreiber.....	60.0		
17 T.C.	Quimet to Hurkett.....	12.0		
17 T.C.	Various sections.....	15.0		
130	Port Arthur to Jct. S.R. No. 590.....	10.0		
Secondary Roads				
589	From Hwy. No. 17A to north end.....	17.5	279,050	10,012
591	From S.R. No. 589 to north end.....	5.0		
582	From Hwy. No. 17 T.C. to Jct. Hwy. No. 17 T.C.....	4.5		
590	From Kakabeka to S.R. No. 130.....	11.0		
TOTALS		148.0	279,050	10,012

Crushed Gravel and Stone on Roads and Pit Run Material by Department Forces

Hwy. No.	Location	Tons on Road
17 T.C.	Marathon to English River.....	11,434.5
11	Nipigon to Longlac.....	804.0
120	Shebandowan to 30 mi. east of Atikokan.....	23,137.5
17A	Port Arthur to Hwy. No. 17.....	1,083.0

Secondary Roads

585	Nipigon to Pine Portage.....	6,774.0
614	Hwy. No. 17 T.C. to Manitouwadge.....	1,425.0
587	17 T.C. to south end.....	2,953.5
589	17A to north end.....	1,137.0
588	17 T.C. to west end.....	27,300.0
599	Savant Lake to Pickle Crow.....	15,000.0
TOTAL		91,048.5

Totals of Other Work Done in District No. 19

Type of Work	Number or Amt.	Tons	Miles
Calcium dust layer, gravel roads.....		867.05	141.0
Calcium for de-icing roads.....		58.40	.....
Salt for de-icing roads (raw).....		2,562.25	.....
Salt in sand stockpiles.....		833.25	.....
Sand for winter maintenance on roads.....		25,000.00	.....
Snow fence erected, dismantled, stored.....			23.67
Snow hedges planted, 1956-57.....			2.37
King's Highways snowplowed and kept open.....			629.60
Secondary roads snowplowed and kept open.....			361.30
Shrubs received and planted.....	8		.....
Buildings erected, 1956-57.....	30		.....
Roadside picnic places maintained.....	20		.....
Scale houses maintained.....	1		.....
Seeding by department forces.....(sq. yds.)	295,240		.....
Zone painting, King's Highways.....(gals.)	5,068		410.00
Zone painting, secondary roads.....(gals.)	182		14.00
Signs erected, new or replacements.....	3,000		.....
Traffic lights installed, 1956-57.....(set)	1		.....
Automatic signals, R.R. crossings, 1956-57.....	2		.....
Routine maintenance, King's Highways.....			629.60
Routine maintenance, secondary roads.....			361.30
Mining and access roads built.....			25.50
Bridges built.....	3		.....
Bridges painted.....	2		.....



Preparation for rock blasting on Highway 17, Trans-Canada, nine miles west of Junction with Highway 120 to Atikokan, Fort William District.



New Bridge over Mattawan River near completion at Sunshine on Highway 17, Trans-Canada, Fort William District.



Grading, eight miles west of Oxdrift near Dryden, Highway 17, Trans-Canada, Kenora District.



Heated Storage Building for Department of Highways maintenance vehicles,
five miles east of Kenora on Highway 17, Trans-Canada.



Grading on Highway 71, facing east from Pinewood, Kenora District.

DISTRICT No. 20—KENORA**E. H. JONES, District Engineer****Construction**

Work on the Trans-Canada Highway continued west of Oxdrift and east from the Manitoba boundary. Improvement of several secondary roads was carried out also.

On one of the contracts for work in this District, back-dump rock wagons were used, which proved very useful for rock excavation. Bottom dump equipment was used to spread Granular "A" material which, under proper supervision, proved to be an acceptable operation.

Maintenance

Routine maintenance was carried out on 582.9 miles of King's Highways and 326.25 miles of Secondary Roads.

Construction was started in spring on a new 14-bay garage and 9-bay heated storage building at our new site 4 miles east of Kenora. Completion of both buildings was scheduled for the summer of 1957.

For the first time, the highways in this District were zone painted by our own forces with our zone striper. Very favourable results were obtained.

Two salt and calcium storage sheds were constructed on the District this year.

Grading and Culverts

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. Previous Years	Miles Compl. 1956-57
17 T.C.	Oxdrift westerly 6.5 mi.....	6.5	1954	6.5	.....
17 T.C.	6.5 mi. west of Oxdrift westerly.....	7.0	1955	0.5	4.5
17 T.C.	Manitoba Bdry. east.....	6.1	1956	.....	2.6
71	1.5 mi. west Barwick to west of Pinewood 3 mi. west (2 revisions).....	5.0	1956	.....	4.0
TOTALS.....		24.6		7.0	11.6

Development Roads

Anderson-Carleton Loop M.D. 54-93					
Mun. of Jaffray-Mellick.....	5.5	1954	1.6	1.9	
M.D. 55-161.....	5.0	1955	2.0	2.0	
TOTALS.....	10.5		3.6	3.9	

Granular Base Laid on New Grading

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. Previous Years	Miles Compl. 1956-57	Tons Placed 1956-57
17 T.C.	Oxdrift westerly 6.5 mi.	6.5	1954	6.5	.....	30,000
17 T.C.	6.5 mi. west of Oxdrift westerly	7.0	1955	.....	5.0	170,800
17 T.C.	Manitoba Bdry. east.....	6.1	1956	.....	1.6	18,000
17 T.C.	Oxdrift westerly.....	13.5	1956	.....	.....	48,000
71	1.5 mi. west Barwick to west of Pinewood 3 mi. west (2 revisions).....	5.0	1956	.....	3.5	110,000
71	2 mi. west of Stratton to 1.0 mi. west of Pinewood.....	5.7	1956	.....	5.7	32,500
TOTALS.....		43.3		6.5	15.8	409,300

Hwy.
No.**Granular Base Laid Where No Grading Was Done**

17 T.C.	English River to Bonheur.....	20.0	1955	.....	20.0	10,000.0
17 T.C.	Bonheur to Ignace.....	18.0	1956	.....	18.0	20,000.0
70	From 11.5 mi. south of Longbow Crs. to 19.5 mi. south....	8.0	1955	8.0	.....	47,000.0
70	From 19.5 mi. south of Longbow Crs. to 26.3 mi. south....	6.8	1956	3.0	3.8	20,000.0
17 T.C.	Raleigh Falls to Ignace.....	14.8	1956	.....	14.8	2,589.0
17 T.C.	From 2.5 mi. east of Dinorwic easterly.....	3.1	1956	.....	3.1	2,617.5
17 T.C.	Vermillion Bay to 20 mi. west..	20.0	1956	.....	20.0	100.0
70	Longbow Crs. to 10 mi. south Finland.....	94.8	1956	.....	94.8	4,631.0
71	Emo to Sleeman.....	30.1	1956	.....	30.1	617.0
105	From Jct. Hwy. No. 17 to 7th Base Line.....	48.4	1956	.....	48.4	1,800.0
105	From 7th Base Line to Red Lake.....	64.0	1956	.....	64.0	13,575.0
116	Patricia Crs. to 3 mi. west.....	3.0	1956	.....	3.0	5,200.0
119	From Jct. Hwy. No. 17 to Richan.....	13.9	1956	.....	13.9	13,950.0
125	From Jct. Hwy. No. 105 to Red Lake Airport.....	7.9	1956	.....	7.9	1,950.0
128	Kenora to Redditt.....	18.6	1956	.....	18.6	6,000.0

Secondary Roads

621	From 8.5 mi. north of Sleeman to Bergland.....	18.0	1955	8.5	6.5	70,357.65
618	Red Lake to Madsen.....	7.4	1956	.....	7.4	2,550.0
594	Dryden to Eagle River.....	22.6	1956	.....	22.6	1,854.0
605	Eton to Rugby Road.....	7.3	1956	.....	7.3	3,141.0
617	Stratton to North Branch.....	14.4	1956	.....	14.4	294.0
600	Blackhawk to Harris Hill.....	44.8	1956	.....	44.8	12,034.5
619	Arbor Vitae Road.....	24.9	1956	.....	24.9	3,220.5
621	Sleeman to Morson Road.....	33.4	1956	.....	33.4	888.0
623	Rainy River to Harris Hill.....	13.0	1956	.....	13.0	6,853.5
613	Devlin Road.....	25.5	1956	.....	25.5	16,719.0
602	Fort Frances to Emo.....	30.6	1956	.....	30.6	5,853.0
592	Fort Frances to Rainy Lake....	2.6	1956	.....	2.6	13.5
611	Crozier Road north and south.	12.7	1956	.....	12.7	4,186.5
615	Blackhawk to Clearwater Lake	12.9	1956	.....	12.9	2,886.0
601	Rice Lake Loop.....	16.6	1956	.....	16.6	13,950.0
TOTALS.....		658.1		19.5	638.6	294,830.65

Hwy.
No.**Gravelling Contracts Not Including Granular Base**

17 T.C.	Oxdrift westerly for 6.5 mi.....	6.5	1954	6.5	.....	33,200.00
17 T.C.	6.5 mi. west of Oxdrift to 13.5 mi. westerly.....	6.5	1955	.....	5.0	6,400.00
17 T.C.	Manitoba Bdry easterly.....	6.1	1956	.....	.....	.....
17 T.C.	Oxdrift westerly for 13.5 mi.....	13.5	1956	.....	.....	8,000.00
17 T.C.	English River to Bonheur.....	20.0	1955	.....	20.0	10,000.00
17 T.C.	Bonheur to Ignace.....	18.0	1956	.....	18.0	20,000.00
70	11.5 mi. south of Longbow Crs. to 19.5 mi. south.....	8.0	1955	8.0	.....	47,000.00
70	19.6 mi. south of Longbow Crs. to 26.3 mi. south.....	6.8	1956	3.0	3.8	20,000.00
71	2 mi. west of Stratton to 1.0 mi. west of Pinewood.....	5.7	1956	.....	5.7	37,500.00
70	Sioux Narrows to Finland.....	44.3	1956	.....	44.3	5,000.00
72	Dinorwic to Sioux Lookout and Hwy. No. 116.....	55.0	1956	...	55.0	24,996.28
105	Bug River to Red Lake and Hwy. No. 125.....	23.0	1956	.....	23.0	14,000.00
105	Jct. Hwy. No. 17 and No. 105 for 6 mi. north.....	25.0	1956	.....	25.0	6,000.00

Secondary Roads

615	Blackhawk to Clearwater Lake	}	1956	.....	.....	14,999.87
617	Stratton to North Branch					
618	Red Lake to Madsen Mine.....	.....	1956	.....	.....	5,992.45
609	Quibell to Clay Lake.....	.....	1956	.....	.....	3,999.02
TOTALS.....		238.4		17.5	199.8	257,087.62

Bridges Built**Secondary Roads**

	Location	Type
615	Offlake Bridge, Rainy River District, Potts Twp., replacement of old wood structure.....	Wood
613	McCool Bridge, Rainy River District, Burris Twp., replacement of old wood structure.....	Wood

Bituminous Pavement Built

Hwy. No.	Location	Total Miles in Project	Year Begun	Miles Compl. Previous Years	Miles Compl. 1956-57	Tons Placed 1956-57
17 T.C.	English River to Bonheur.....	20.0	1955	.....	20.0	27,000
17 T.C.	Bonheur to Ignace.....	18.0	1956	.....	18.0	30,000
17 T.C.	Oxdrift to 13.5 mi. westerly.....	13.5	1956	.....	.....	.....
70	11.5 mi. south of Longbow Crs. to 19.5 mi. south.....	8.0	1955	6.5	1.5	3,700
70	19.6 mi. south of Longbow Crs. to 26.4 mi. south.....	6.8	1956	.....	6.8	17,500
71	2 mi. west of Stratton to 1.0 mi. west of Pinewood.....	5.7	1956	.....	5.7	12,500
TOTALS.....		72.0		6.5	52.0	90,700

Bituminous Cold Mix Surface (Road Mix Mulch)

Hwy. No.	Location	Miles Compl. 1956-57	Tons Placed 1956-57
72	Sioux Lookout to Patricia Crs.	2.1	2,794

Bituminous Surface Treatment

Hwy. No.	Location	Miles Compl. 1956-57	Gals. Bit. Used 1956-57	Tons $\frac{5}{8}$ " Sand Used 1956-57
71	2 mi. east of Barwick to 1 mi. west of Barwick, day labour.....	3.0	8,159	1,303.5
71	2 mi. west of Sleeman to 5 mi. west of Sleeman, day labour.....	3.0	8,399	1,321.5
TOTALS.....		6.0	16,558	2,625.0

Bituminous Prime on Gravel Surfaces

Hwy. No.	Location	Miles Compl. 1956-57	Gals. Bit. Used 1956-57	Tons Sand Used 1956-57
17 T.C.	George Lake to Vermilion Bay.....	20.0	52,640	1,250.2
17 T.C.	3 mi. east of Borups Crs. to 10 mi. east of Borups Crs.	7.0	16,820	360.0
105	7th Base Line to Bug River.....	12.5	41,683	760.0
TOTALS.....		39.5	111,143	2,370.2

Calcium Dust Layer

Hwy. No.	Location	Miles Compl. 1956-57	Tons Placed 1956-57
17 T.C.	Longbow Crs. to Vermilion Bay.....	47.0	36.0
17 T.C.	Vermilion Bay to Oxdrift.....	18.0	32.5
70	Nestor Falls to Government Dock.....	2.0	1.8
71	Barwick to Rainy River.....	30.0	33.4
72	Jct. Hwy. No. 17 and No. 72 to Patricia Crs.....	38.6	240.0
116	Patricia Crs. to Hudson.....	10.0	60.0
105	Jct. Hwy. No. 17 to Red Lake.....	112.0	405.0
119	Jct. Hwy. No. 17 to Richan.....	13.9	31.3
125	Jct. Hwy. No. 105 to Red Lake Airport.....	7.9	85.0
128	Kenora to Redditt.....	18.6	37.1

Secondary Roads

Placed where required on Nos. 594, 601, 600, 617, 619, 621, 613, 602, 611, 615, 618.....	505.6
TOTALS.....	298.0
	1,467.7

Calcium Used for De-icing

Used on King's Highways only — various locations in short sections.....	45.5
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Salt Used for De-icing

Hwy. No.	Location	Tons
17 T.C.	Manitoba Bdry. to English River.....	391.8
70	Jct. Hwy. No. 70 and No. 17 to Jct. Hwy. No. 70 and No. 71.....	94.5
71	Fort Frances to Rainy River.....	71.4
72	Jct. Hwy. No. 17 and No. 72 to Sioux Lookout.....	15.0
105	Jct. Hwy. No. 105 and No. 17 to Red Lake.....	75.0

Secondary Roads

604	Kenora to East Mellick Road Airport.....	5.0
592	Fort Frances to Rainy Lake.....	1.7
	Salt used with sand for all King's Highways and secondary roads.....	1,776.8
TOTAL.....		2,431.2

Crushed Gravel and Stone on Roads by Department Forces

Hwy. No.	Location	Tons on Road
17 T.C.	Dinorwic to English River.....	1,938.0
17 T.C.	Vermilion Bay to Longbow Crs.....	2,433.0
17 T.C.	Oxdrift to 13 mi. west.....	4,630.5
70	Longbow Crs. to Finland.....	2,905.5
71	Fort Frances to Sleeman.....	1,524.0
72	Jct. Hwy. No. 17 T.C. to Patricia Crs.....	900.0
105	7th Base Line to Red Lake.....	4,830.0
116	Patricia Crs. to Hudson.....	1,400.0
125	Jct. Hwy. No. 105 to MacKenzie Island Dock.....	1,050.0
128	Kenora to Redditt.....	1,500.0

Secondary Roads

596	Pellatt Loop.....	5,000.0
604	East Mellick Road.....	3,300.0
615	Blackhawk to Clearwater Lake.....	222.0
600	Blackhawk to Harris Hill.....	5,576.5
613	Devlin Road north and south.....	4,320.0
617	Stratton, north branch.....	2,290.5
619	Pinewood to Minahico.....	4,518.0
621	Sleeman to Morson Road.....	3,645.0
602	Emo to Fort Frances.....	1,959.0
611	Crozier Road north and south.....	868.5
692	Border Mill Road.....	18.0
618	Red Lake to Madsen Road.....	300.0
623	Rainy River to Harris Hill.....	92.0

TOTAL 55,220.5

Right-of-Way Fences Erected

Hwy. No.	Location	Miles
17 T.C.	2.25 mi. east of Dinorwic easterly for 1,650'	0.31
17 T.C.	Ignace easterly for 1,987'	0.38
71	1.5 mi. west of Barwick to west of Pinewood, 3 mi.	4.50
17 T.C.	6.5 mi. west of Oxdrift easterly for 1,320'	.25
TOTAL.....		5.44

Snow Fences Erected, Dismantled or Stored

	Miles
King's Highways No. 17 T.C., 70, 71, 72, 105, 116, 119, 125 and 128.....	30.5
Secondary roads of District.....	64.3
TOTAL.....	94.8

Roads Snow-Ploughed and Kept Open

	Miles
King's Highways No. 17, T.C., 70, 71, 72, 105, 116, 119, 125, 128 and 11.....	582.90
Secondary Roads.....	326.25
Municipal roads as follows:	
Towns.....	9.63
Township and improvement districts.....	161.80
Statute labour townships.....	260.37
Unsurveyed territory.....	68.50
TOTAL.....	1,409.45



Upper Falls Bridge on Highway 105, Kenora District, six miles north of Vermillion Bay.

Buildings Erected

Hwy. No.	Location	No.
17 T.C.	Salt storage shed, 7 mi. west of Vermilion Bay in D.H.O. sand pit.....	1
17 T.C.	Salt storage shed, D.H.O. garage area, Dryden.....	1
17 T.C.	Pre-fab construction buildings, mining location 707, 20 mi. east of Kenora.....	4
TOTAL.....		6

Totals of Other Work Done in District No. 20

Type of Work	Number or Amt.	Tons	Miles
Automatic signals for R.R. crossing, Hwy. No. 71 at C.N.R., Barwick Twp.....	1	.....	.....
Bridges painted.....	1	.....	.....
Development roads built.....	.....	.....	5.9
Maintenance, King's Highways, routine.....	.....	.....	582.90
Maintenance, secondary roads, routine.....	.....	.....	326.25
Parks, off-road, maintained.....	3	.....	.....
Picnic places, roadside, maintained.....	12	.....	.....
Roads snowplowed, King's Highways, and kept open.....	.....	.....	582.90
Roads snowplowed, secondary, kept open.....	.....	.....	326.25
Sand for winter maintenance.....	.....	38,814.5	.....
Scale houses maintained.....	4	.....	.....
Seeding by department's forces.....(sq. yds.)	363,000	.....	.....
Shrubs, L. and F., received and planted.....	165	.....	.....
Signs erected, new and replacements.....	1,393	.....	.....
Zone painting, King's Highways only.....(gals.)	3,006	.....	351.20
Bridges built.....	2	.....	.....



Day labour construction on Secondary Highway 621, ten miles north of Sleeman on Highway 71, Kenora District, on route to Morson on Lake of the Woods.

PLANNING AND DESIGN BRANCH*Director of Planning and Design, J. WALTER***PLANNING DIVISION****K. H. Siddall***Planning Engineer***DESIGN DIVISION****D. G. Ramsay***Design Engineer*

The following reports of Sections and Subsections deal with the activities of the Planning and Design Branch of the Department of Highways, Ontario, for the fiscal year from April 1, 1956, to March 31, 1957.

LOCATION SECTION**H. A. MANTLE, Location Engineer**

A summary of the survey work and office drafting completed or in progress by the Location Plans Section and the Field Section for the fiscal year, 1956-57, is as follows:

	Completed	In Progress	Total
Detailed Surveys, mileage.....	759.7	351.0	1,110.7
Bridge Site Plans, number.....	107	11	118
Railway Board Plans, number.....	26	4	30
As-Constructed, mileage.....	211.2	.....	211.2
Accident Plans, number.....	3	.....	3
Intersection Plans, number.....	4	.....	4
Special Plans, number.....	11	.....	11

DISTRICT No. 1—CHATHAM

Hwy.	Location	Townships	Length in Miles
2	Chatham Diversion.....	Dover-Raleigh.....	1.7
21	Hwy. 7 to Forest.....	Warwick, Plymton.....	9.0
81	Parkhill Diversion (including Br. site).....	McGillivray.....	0.9
18	Amherstburg Diversion.....	Alden-Anderdon.....	1.0

HIGHWAY NEEDS STUDY PLANS:

21	Town of Petrolia.....	Eniskillen.....	0.7
21	Town of Forest.....	Warkwick, Plymton, Bosanquet..	0.7
21	Town of Parkhill.....	Williams West.....	1.1

DISTRICT No. 2—LONDON

Hwy.	Location	Townships	Length in Miles
2	Paris.....	S. Dumfries.....	0.6
3	Springer Hill.....	Bayham.....	0.8
2	Revision at C.N.R. (E. of Eastwood).....	Oxford E.....	1.1
401	Co. Rd. Con. II and III.....	Westminster.....	1.1
401	Co. Rd. Con. VII and VIII.....	Westminster.....	0.8
3	Dodds Creek.....	Southwold.....	.....
4	Thames River.....	London.....	.....
4	Medway Creek.....	London.....	.....
3	Stoney Cr. (Tillsonburg).....	Dereham.....	.....
22	Oxbow Creek.....	Lobo.....	.....
22	Medway Creek.....	Lobo.....	.....
53	Kenny Creek.....	Burford.....	.....
2	Thames R. at Delaware.....	Delaware-Caradoc.....	1.5
4	Elginfield to Exeter.....	McGillivray, Biddulph.....	16.8
73	Port Bruce.....	Malahide.....	1.1
53	Brantford to Eastwood.....	Brantford, Burford-E. Oxford.....	20.8

DISTRICT No. 3—STRATFORD

Hwy.	Location	Townships	Length in Miles
86	Bluevale to Wingham.....	Turnberry-Morris.....	4.8
23	Mitchell Diversion.....	Fullerton.....	0.6
86	West Montrose to Elmira (Br. Site at Creek).....	Woolwich.....	.....
9	Mallet River.....	Arthur-Maryboro.....	.....
21	Drysdale to St. Joseph.....	Hay.....	2.7
97	Galt to Hwy. 97, Intersection Plan Line "A" and 401, Railway Board Plan at C.P.R.....	N. Dumfries.....	7.2

DISTRICT No. 4—HAMILTON

Hwy.	Location	Townships	Length in Miles
8	St. Davids to Niagara Falls.....	Stamford.....	2.6
7	Acton to Guelph.....	Guelph.....	2.7
8	Dundas to Peters' Corners.....	W. Flamboro-Beverly.....	4.1
6	Mackenzie Creek.....	Oneida.....	.....
6	Boston Creek.....	Oneida.....	.....
Q.E.W.	Add Detail at Peace Bridge.....	Bertie.....	.....
Q.E.W.	Hamilton to Fort Erie, Add Widening.....	N. Grimsby, Clinton-Saltfleet.....	.....
20	Chapel Hill Div.....	Binbrook.....	1.5
20	R.B.P. at T.H. and B. Rly.....	Saltfleet.....	.....

DISTRICT No. 5—OWEN SOUND

Hwy.	Location	Townships	Length in Miles
6	Monument Cor. to Millar Lake.....	Lindsay.....	7.8
51, 24	Credit River Diversion.....	Caledon.....	2.5
51, 24	Credit River Diversion Br. site at Credit River.....	Caledon.....	.....
51, 24	Br. site and R.B.P. at C.P.R.....	Caledon.....	.....
24	Creek 1.4 miles east of Erin.....	Erin.....	.....
6	Stokes River.....	Lindsay.....	.....
10	2 Br. sites at Credit River.....	Caledon.....	.....
6	Fairbanks Creek.....	Egremont.....	.....
6	Styx River.....	Bentinck-Glenelg.....	.....
4	Durham to Hanover.....	Bentinck-Brant.....	11.7
4	Hanover to Greenock.....	Brant.....	10.9
10	Dundalk to Markdale.....	Artemesia.....	12.7
10, 24	Orangeville to Shelburne.....	Mono.....	13.3
26	Stayner to Collingwood.....	Nottawasaga.....	16.2
26	Collingwood to Thornbury.....	Collingwood.....	8.8
21	Southampton to Jct. Hwy. 6.....	Amabel-Arran.....	12.7



Ready for blasting on Secondary Highway 544, between Sudbury and Azilda, Sudbury District.

DISTRICT No. 6—TORONTO

Hwy.	Location	Townships	Length in Miles
400	R.B.P. at C.P.R. Crownhill to Craighurst.....	Vespra.....	.....
7	Plunketts Creek.....	Vaughan.....	.....
Q.E.W.	2 Br. sites — Grade sep. at Shooks Hill.....	Toronto.....	.....
400 and Serv. Rd.	2 Br. sites — R.B.P. at C.N.R.....	Innisfil.....	.....
48	Black River.....	E. Gwillimbury.....	.....
400	Anne St., Barrie.....	Vespra.....	.....
400	Toronto-Barrie.....	W. Gwillimbury.....	10.7
400	Toronto-Barrie.....	Vaughan.....	4.8
400	Hwy. 400 to Hwy. 93.....	Vespra.....	0.7
401	Toronto to Windsor.....	Blenheim-Blandford.....	3.5
Co. Rd.	Hwy. 400 to Cookstown.....	W. Gwillimbury, Innisfil.....	2.5
Q.E.W.			
Serv. Rd.	Q.E.W. to Hwy. 2.....	Nelson-East Flamboro.....	0.7
7	Hwy. 7 and Bathurst St. to Langstaff.....	Vaughan.....	5.2
27	Rexdale Blvd. to Hwy. 7.....	Etobicoke, Vaughan.....	4.7
Bronte S.R. and			
Q.E.W.	Bronte side road and Q.E.W.....	Trafalgar.....	0.8
50	Bolton Diversion.....	Albion.....	0.5
90	Barrie to Angus.....	Vespra, Essa, Innisfil.....	7.8
90	Barrie to Angus.....	Sunnidale-Essa.....	2.9
400	Craighurst to Coldwater.....	Flos-Medonte.....	4.8
25	Palermo to Milton.....	Trafalgar, Esquesing.....	9.6
48	Markham to Ringwood.....	Markham.....	4.2
11	Holland Landing Diversion.....	E. Gwillimbury.....	0.6
5	Hwy. 27 to Cooksville.....	Toronto.....	3.2
48	Ringwood to Ballantrae.....	Markham-Whitchurch.....	4.2
7	Markham Easterly.....	Markham.....	2.8
7	Locust Hill to Green River.....	Pickering.....	2.8
400	Crownhill to Craighurst.....	Vespra.....	12.1
400	Crownhill to Craighurst.....	Vespra, Flos-Medonte.....	7.1
400	Craighurst to Coldwater.....	Medonte.....	5.8
Q.E.W.	Kerr St. Add'l Detail.....	Trafalgar.....	0.6
Q.E.W.	Shooks Hill Add'l Detail.....	Toronto.....	.....
Q.E.W.	Kerr St. to Hwy. 25.....	Trafalgar-Nelson.....	8.7
400	Toronto to Barrie.....	Innisfil.....	5.2
400	Toronto to Barrie.....	Innisfil.....	12.2

Bridge Sites

27	Rexdale Interchange.....	Etobicoke.....	.....
27	Humber River.....	Etobicoke.....	.....
27	Albion Rd. Lots 37-38.....	Etobicoke.....	.....
27	Steeles Ave. Interchange.....	Vaughan, Etobicoke.....	.....
27	Hwy. 27 and 7 Interchange.....	Etobicoke.....	.....
400	Br. site at Sta. 474-86.....	N. Gwillimbury.....	.....
400	Teston Side Road.....	Vaughan.....	.....
400	Coldwater River.....	Medonte.....	.....
400	Br. site and R.B.P. at C.P.R.....	Medonte.....	.....
400	Br. site and R.B.P. at C.N.R.....	Medonte.....	.....
401	Burbank Drive.....	North York.....	.....
27	C.N.R., Hwys. 27 and 2.....	Etobicoke.....	.....
Twp. Rd.	E. Branch Humber River.....	King.....	.....
7	Eramosa River.....	Eramosa.....	.....
401	Rd. All'ce Lots 10 and 11.....	Toronto.....	.....
7	Little Rouge River.....	Markham.....	.....
7	Little Rouge Creek.....	Pickering.....	.....
7	R.B.P. at C.P.R.....	Pickering.....	.....
7	Duffins Creek.....	Pickering.....	.....

DISTRICT No. 7—PORT HOPE

Hwy.	Location	Townships	Length in Miles
35	Lot 26 to Fenelon Twp. Line.....	Ops.....	0.9
36	Extension of Hwy. 36.....	Ops.....	2.0
14	Belleville to Bloomfield.....	Ameliasburgh, Sophiasburg.....	2.4
14	Belleville to Crofton.....	Ameliasburgh, Sophiasburg.....	15.8
41	Coles Ferry to Picton.....	Sophiasburg, Hallowell.....	4.3
33	Bloomfield to Wellington.....	Hallowell.....	5.7
46	Kirkfield to Cobocok.....	Eldon.....	3.5
401 and Serv. Rd.	Wooler Rd. Diversion.....	Murray.....	0.6
35	Extension of Hwy. 35.....	Ops.....	2.1
2	1.2 mi. east of Brighton, (Twp. Line Accident Survey).....	Murray.....	0.5
115	Ext. Hwy. 28 to Peterborough.....	N. Monaghan.....	2.4
115	2.5 mi. east of Jct. Hwy. 35 Accident Survey.....	Manvers.....	0.6
133	Springville to Fowlers Corners.....	N. Monaghan, Emily-Smith.....	6.2
Peterborough			
By-Pass	Peterborough By-Pass.....	N. Monaghan.....	4.8
Peterborough			
By-Pass	Intersection Survey-Line "J".....	N. Monaghan.....	

Bridge Sites

28	Baxter Creek.....	Cavan, N. Monaghan.....	
33	Bloomfield to Wellington, R.B.P. at C.N.R.....	Hallowell.....	
133	Intersection Plan at Hwy. 133 and 7, Br. site and R.B.P. at C.N.R.....	Emily-Smith.....	
Peterborough			
By-Pass	Br. site and R.B.P. at C.N.R., Br. site and R.B.P. at C.P.R.....	N. Monaghan.....	
133	Jacksons Creek.....	N. Monaghan.....	
46	Trent Canal.....	Eldon.....	
401 and Serv. Rd.	Wooler Rd.....	Murray.....	
401	Br. site at Rd. All'ce.....	Clarke, Hope.....	
401	Wilmot Creek.....	Clarke.....	
401	Graham Creek.....	Clarke.....	
36	R.B.P.....	Ops.....	

DISTRICT No. 8—KINGSTON

Hwy.	Location	Townships	Length in Miles
15	Seeley's Bay Diversion.....	Rear of Leeds.....	8.2
15	Morton to Crosby.....	South Crosby.....	10.4
37	Cannifton to Corbyville.....	Thurlow.....	3.1
14	Foxboro to Marmora.....	Sidney.....	7.0
14	Foxboro to Marmora.....	Rawdon.....	6.7
14	Belleville to Foxboro.....	Thurlow.....	6.6
7	Madoc By-Pass.....	Madoc.....	1.7
33	Approx. 1 mi. north of Murray Canal, Accident Survey.....	Murray.....	0.7
37	Roslin to Actinolite, Hwy. 7.....	Huntingdon, Hungerford.....	5.7
42	Forthton, Hwy. 29, to Athens.....	Elizabethtown, Rear of Yonge....	9.0
Co. Rd.	Warburton to Outlet to Lyndhurst.....	Front of Leeds and Rear.....	13.7
37	Corbyville to Roslin.....	Thurlow.....	4.6

Bridge Sites

Co. Rd.	2 Br. sites at Wiltse Creek, 1 Br. site at Beaver Rock Creek.....	Front of Leeds.....	
37	Cannifton to Corbyville, 1 Br. site and R.B.P. at C.N.R.....	Thurlow.....	

DISTRICT No. 9—OTTAWA

Hwy.	Location	Townships	Length in Miles
43	Hwy. 31 to Chesterville.....	Winchester.....	4.2
43	Chesterville Diversion.....	Winchester.....	6.8
17	Pembroke to Renfrew.....	Ross.....	11.3
17	Pembroke to Renfrew.....	Westmeath.....	6.0
43	Monkland By-Pass.....	Roxboro.....	1.8
2	Iroquois to Morrisburg.....	Matilda.....	1.5
2	Br. site at Nash Creek.....	Williamsburg.....	.....
43	Chesterfield Diversion, South Nation R.....	Winchester.....	.....
43	R.B.P. at C.P.R. (Monkland).....	Roxboro.....	.....
17	Pembroke By-Pass.....	Pembroke, Alice, Stafford.....	8.3
17	Pembroke By-Pass.....	Pembroke, Alice, Stafford.....	6.5
17	Pembroke Entrance.....	Pembroke, Alice, Stafford.....	2.6
17	Pembroke to Renfrew.....	Westmeath.....	5.7
15	Carleton Place By-Pass.....	Beckwith.....	2.7
401	Morrisburg to Cornwall.....	Cornwall.....	4.3

Bridge Sites

17	Br. site and R.B.P. at C.P.R., 3 Br. sites and R.B.P. at C.N.R., Br. site at Indian R., Br. site at Muskrat R.....	Pembroke, Alice, Stafford.....	.....
17	Pembroke to Renfrew, R.B.P. at C.P.R.....	Ross.....	.....
15	Carleton Place By-Pass, Br. site and R.B.P. at C.P.R., Br. site at Mississippi R.....	Beckwith.....	.....

DISTRICT No. 10—BANCROFT

Hwy.	Location	Townships	Length in Miles
132	Dacre to Renfrew.....	Admaston, Horton, Gratton, Brougham.....	18.8
Property			
Dev. Rd.	Bicroft to Highland Grove.....	Cardiff.....	4.3
Dev. Rd.	Bicroft to Tory Hill.....	Cardiff.....	12.0
Dev. Rd.	Centre Lake to Paudash Lake.....	Cardiff.....	2.1
60	Algonquin Park to Barry's Bay.....	Sproule, Airy, Sabine.....	24.5
60	Algonquin Park to Whitney.....	Canisby.....	4.8
60	Algonquin Park to Whitney.....	Canisby.....	5.2
62	Steenburg to Bancroft.....	Limerick.....	5.7
62	Steenburg to Bancroft.....	Limerick.....	5.1
62	Wilno to Round Lake.....	Hagarty, Richards.....	13.1
62	Madoc to Steenburg.....	Madoc.....	12.2
127	Lake St. Peter Rev'n.....	McClure.....	0.8
127	Lake St. Peter to Whitney.....	Sabine.....	1.0
127	McCay Lake to Hwy. 60.....	Sabine-Airy.....	2.7
127	Maynooth to Lake St. Peter.....	McClure.....	7.3
Sec. Rd.			
500	Highland Grove to Bancroft.....	Cardiff, Faraday, Herschell.....	25.3
Dev. Rd.	Monck Lake to Highland Grove.....	Cardiff.....	5.4

Bridge Sites

41	Br. site at Bon Echo Creek.....	Barrie.....	.....
Sec. Rd.			
500	Br. site at C.N.R., R.B.P.....	Cardiff, Faraday, Herschell.....	.....
Property			
Dev. Rd.	Br. site at Acid Pipe, Bicroft Mine.....	Cardiff.....	.....

DISTRICT No. 11—HUNTSVILLE

Hwy.	Location	Townships	Length in Miles
11	Bracebridge By-Pass.....	Draper.....	2.3
11	Gravenhurst to Muskoka Falls.....	Muskoka.....	6.1
69	Nobel to Pointe au Baril.....	Shawanaga.....	1.7
11	Huntsville By-Pass Intersection.....	Chaffey.....	.....
118	West of Bracebridge.....	Monck, Macaulay.....	5.0
124	Magnetawan Rd. to Dunchurch.....	Chapman, Croft.....	14.8

DISTRICT No. 11—HUNTSVILLE (Cont'd)

11	Bracebridge to Parkersville.....	Macaulay, Stephenson.....	11.2
35	Minden to Dwight.....	Minden.....	10.2
35	Horsekiller Hill.....	Lutterworth.....	1.8
35	Minden to Dwight.....	Stanhope.....	17.6
35	St. Norah Lake to Charcoal Lake (Minden to Dwight).....	Sherbourne, Ridout.....	5.8
60	Dwight to Algonquin Park.....	Franklin, McClintock.....	10.8
118	Glen Orchard to Bracebridge.....	Medora, Monck, Watt.....	10.6
118	Glen Orchard to Bracebridge.....	Medora, Monck, Watt.....	7.5
118	Bracebridge to Dorset.....	Macaulay.....	6.5
118	Bracebridge to Dorset.....	McLean.....	9.0
118	Bracebridge to Dorset.....	Ridout, Franklin, McLean.....	13.2
124	Dunchurch to McKellar.....	Hagerman.....	13.7
Sec. Rd.			
500	Irondale to Gooderham.....	Snowdon-Glamorgan.....	16.1
500	Irondale to Gooderham.....	Snowdon-Glamorgan.....	3.0
518	Christie Rd., Hwy. 69 to Hwy. 11.....	Foley.....	6.3
532	Hwy. 69 to Rosseau.....	Humphrey.....	15.4

Bridge Sites

69	Nobel to Pointe au Baril, Br. site at Shawanaga River.....	Shawanaga.....	.....
69	Br. site at Briar Creek.....	Carling.....	.....
124	Magnetawan Rd. to Dunchurch, Br. site at Jenkins Creek, Br. site at Shadow River.....	Chapman-Croft.....	.....
500 S.R.	Irondale to Gooderham, 3 Br. sites at Iron River, 2 Br. sites and R.B.P. at C.N.R.....	Snowden-Glamorgan.....	.....



Day labour project on Highway 124, east of Parry Sound, Huntsville District.

DISTRICT No. 13—NORTH BAY

Hwy.	Location	Townships	Length in Miles
17	Mattawa By-Pass.....	Papineau.....	4.4
17	Mattawa By-Pass.....	Papineau.....	4.6
11, 17	North Bay By-Pass.....	Widdifield.....	1.5
11	Marten River to Timagami.....	Sisk.....	6.3
11	.....	Low-Askin.....	6.7
64	Lavigne to Verner.....	McPherson, Caldwell.....	12.9

Bridge Sites

11	Br. site and R.B.P. at C.N.R.....	N. Himsworth.....	.....
11	Br. site and R.B.P. at C.N.R., Callander By-Pass.....	N. Himsworth.....	.....
11, 17	North Bay By-Pass, Br. site and R.B.P....	Widdifield.....	.....
17	Mattawa By-Pass, Br. site at Broom Creek, Br. site and R.B.P. at C.P.R....	Papineau.....	.....

DISTRICT No. 14—NEW LISKEARD

Hwy.	Location	Townships	Length in Miles
101	Br. site at Mattawasaga River.....	Marriot.....	.....
66	Kirkland Lake to Larder Lake, Br. site and R.B.P. at O.N.R.R.....	Lebel, Gauthier.....	11.3

DISTRICT No. 17—SUDBURY

Hwy.	Location	Townships	Length in Miles
17	Coppercliff, westerly.....	Waters.....	5.5
17	Coniston to Sudbury.....	Neelon, McKim.....	6.7
68	Espanola to Whitefish Falls.....	Merritt.....	0.8
68	Espanola Diversion.....	Merritt.....	1.4
68	Ten Mile Point to Manitowaning.....	Sheguindah, Assignack.....	10.6
Sec. Rd.	Garson to Bailey's Corners.....	Garson.....	6.0
541	Longlake to Four Corners.....	Broder.....	6.6
543	Hwy. 17 to Markstay.....	Hagar.....	1.0
606	Killarney to Burwash.....	Killarney, Sale, Carlisle, Attlee, Humboldt, Waldie.....	28.9

Bridge Sites

68	Spanish River between Espanola and Whitefish Falls.....	Merritt.....	.....
68	High Falls Creek between Ten Mile Point and Manitowaning.....	Sheguindah-Assinack.....	.....
Sec. Rd.	Veuve River between Hwy. 17 and Markstay.....	Hagar.....	.....
606	On Development Road, br. sites at: Manzenazing River, Wolfe Creek, Wanapetei River, Fry Pan Creek.....	Killarney, Sale, Carlisle, Attlee, Humboldt, Waldie.....	.....

DISTRICT No. 18—SAULT STE. MARIE

Hwy.	Location	Townships	Length in Miles
17	Blind River Diversion.....	Cobden.....	0.7
17	Sault Ste. Marie to Montreal River.....	Twp. 29, R. 14, 15.....	7.8
17	Sault Ste. Marie to Montreal River.....	Twp. 29, R. 14, 15.....	48.9
17	Sault Ste. Marie to Montreal River.....	Aweres, Vankoughnet.....	8.8
17	Sault Ste. Marie to Montreal River.....	Havilland.....	2.8

Bridge Sites

17	Br. site at Blind River.....	Cobden.....	.....
17	Br. site at Montreal River.....	Twp. 29, R. 14, 15.....	.....
17	Br. site at Carp River, Br. site at Pancake River.....	Fisher, Herrick, Ryan.....	.....
17	Br. site at Goulais River, Br. site at Stokely River.....	Aweres-Vankoughnet.....	.....

DISTRICT No. 19—FORT WILLIAM

Hwy.	Location	Townships	Length in Miles
61	Hwy. 61 to Pidgeon River.....	Stuart Location.....	2.0

56-1—WHITE RIVER DISTRICT

Hwy.	Location	Townships	Length in Miles
17	Doc Greig Lake to Wawa.....	Twps. 31, 30, R. 18, 19, 20, 21, 22, 23.....	53.2
17	Manitowadge Revision.....	73 Unsurveyed Territory.....	1.4

Bridge Sites

17	Algoma Central and Hudson's Bay Ry., Br. site and R.B.P. at Wawa.....	30, R.23.....	.....
17	Doc Greig Lake to Wawa, 4 Br. sites at Baldhead River, 1 Br. site at Rabbit Blanket Lake, 1 Br. site at Michipicoten River, 1 Br. site at Wawa Creek.....	Twps. 30, 31, R. 19, 23.....	.....

PHOTOGRAMMETRY SUBSECTION

The following table shows the total mileage of each type of work completed by this Subsection during the period April 1st, 1956, to March 31st, 1957.

Miles of projected location on photographs.....	1042
Square miles of plans to scale 1" = 1320'.....	2160
Square miles of plans to scale 1" = 400'.....	401
Square miles of Catchment-Areas delineated.....	106
Square miles of Multiplex Contours.....	5

New study plans total 25 and are noted in the by-district summary below giving the mileage.

The five square miles of Multiplex Contours were on the T.C.H. 17 from Heyden to Havilland Bay.

The 106 square miles of Catchment-Areas were as follows:

- 30 square miles T.C.H. 17 and C.P.R. crossing east of White River easterly for 10 miles.
- 25 square miles T.C.H. Agawa River northerly to Doc Grieg Lake.
- 25 square miles, Hwy. 129 Chapleau west to Wangoon Lake.
- 18 square miles, T.C.H. 17 Wawa to ten miles south.
- 8 square miles, Hwy. 71, and Creek at Sleeman.

The by-district list below shows work done on Development, Access and Secondary Roads and King's Highways including Plans and Projected Location on Photographs.

DISTRICT No. 1—CHATHAM

Hwy. 39.....	Tecumseh
" 40.....	Wallaceburg

DISTRICT No. 2—LONDON

Hwy. 2.....	Delaware By-Pass
" 3.....	St. Thomas By-Pass, 30 sq. miles
" 24.....	Simcoe-Brantford, 76 sq. miles
" 53.....	Brantford-Woodstock, 70 sq. miles

DISTRICT No. 3—STRATFORD

Hwy.	8	Preston-Kitchener
"	21	Goderich By-Pass

DISTRICT No. 4—HAMILTON

Hwy.	2	Hamilton-Mountain
"	7	Rockwood to Acton
"	53	Ancaster-Fulton, 45 sq. miles
"	58	St. Catharines Area, 30 sq. miles
"	58	Welland to St. Catharines, 32 sq. miles
"	58	Port Colborne to Welland, 25 sq. miles
"	401	From Hwy. 25 to Hwy. 2

DISTRICT No. 5—OWEN SOUND

Hwy.	4	Hanover to Durham
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DISTRICT No. 6—TORONTO

Hwy.	48	Ballantrae to Dixon's Corners
"	7	From Hwy. 27, easterly
"	50	Bolton
Prop. C.A.H.		Toronto-Hamilton

DISTRICT No. 7—PORT HOPE

Dev. Rd.		Hwy. 28 north to Sec. Rd. 500, 126 sq. miles
Sec. Rd. 503		Sebright-Kinmount
Hwy.	7	Madoc By-Pass
"	14	Rossmore-Crofton
"	12	Beaverton Area, 33 sq. miles
"	30	Brighton to Hwy. 401
"	36	Lindsay
"	46	Balsam Lake, Crossing C.N.R.
"	69	Hamner
"	401	Newcastle-Port Hope

DISTRICT No. 8—KINGSTON

Sec. Rd. 543		Long Lake Rd.
Hwy.	33	Glen Miller
"	42	Delta-Phillipsville

DISTRICT No. 9—OTTAWA

Hwy.	15	Perth to Carleton Place
"	17	Pembroke By-Pass
"	31	Ottawa south-easterly, 47 sq. miles
"	401	Twp. of Cornwall

DISTRICT No. 10—BANCROFT

Dev. Rd.		Bancroft to Denbigh, 315 sq. miles
Sec. Rd. 504		Apsley to Glen Alda
Hwy.	62	Bancroft By-Pass, 13 sq. miles

DISTRICT No. 11—HUNTSVILLE

Dev. Rd.		Severn Falls to Sparrow Lake, 53 sq. miles
" "		Gooderham southerly to Hwy. 121, 2 sq. miles
Sec. Rd. 532		Hayes Corners to Utterson
Hwy.	11	Emsdale to South River, 215 sq. miles
"	11	Val Rita to Opasatika
"	60	Twp. of McClintock
"	93	Craighurst to Coldwater
"	124	Parry Sound-Sundridge

DISTRICT No. 13—NORTH BAY

Hwy. 17.....	Petawawa
" 17.....	Mattawa By-Pass
" 64.....	Verner-Lavigne

DISTRICT No. 14—NEW LISKEARD

Sec. Rd. 577.....	Same Plan as Sec. Rd. 578, 117 sq. miles
" " 560.....	Elk Lake to Englehart
Hwy. 11.....	Cobalt to New Liskeard
" 65.....	Matachewan-New Liskeard
" 66.....	Kirkland Lake easterly
" 101.....	Timmins, south-easterly

DISTRICT No. 16—COCHRANE

Dev. Rd.....	Oba to Hearst, 556 sq. miles
Sec. Rd. 578.....	Same Plan as Sec. Rd. 577

DISTRICT No. 17—SUDBURY

Dev. Rd.....	Milnet to Sellwood, 9 sq. miles
Sec. Rd. 544.....	Levack to Cartier
" " 544.....	Twp. of Azilda
Hwy. 17.....	Sudbury By-Pass

DISTRICT No. 18—SAULT STE. MARIE

Dev. Rd.....	Quirke Lake to Aubrey Falls
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DISTRICT No. 19—FORT WILLIAM

Dev. Rd.....	Wawa to Hawk Jct., 135 sq. miles
" "	Geraldton to Nakina
Hwy. 61.....	Pigeon River Crossing
" 130.....	Northerly from Hwy. 61

DISTRICT No. 20—KENORA

Dev. Rd.....	Mine Centre via north of Rainy Lake to Hwy. 70
" "	Hwy. 17 southerly to Populus Lake, 204 sq. miles
" "	Caribou Falls northerly to Werner Lake, 203 sq. miles
" "	Rainy Lake Causeway
Sec. Rd. 621.....	Sleeman to Morson, 225 sq. miles
Hwy. 17.....	Kenora By-Pass

WHITE RIVER PROJECT

Hwy. 17.....	Sault Ste. Marie-Agawa River
" 17.....	Agawa-Michipicoten

INTERSECTION DESIGN SUBSECTION

The Intersection Design Subsection prepared, finalized and had approval granted for the traffic interchange designs, channelization designs and road relocations required for the Work Program for this period as presented by the Scheduling Section. Property required for construction of this work was established and processed through the Right of Way Engineer.

There were one hundred and fifty (150) preliminary designs prepared for future construction. Some of these designs (interchanges and channelizations) were in preparation for the 1957-1958 Work Program. Property was requested for each of the approved designs.

This Subsection processed ninety-two (92) applications for gas stations, motels, etc., and a recommended access arrangement was designed for each application received during this Fiscal Year. Service Station Entrance Standards were developed and approved thus making it possible for the Districts to handle most of the building and entrance applications.

Weigh-Scale Site standards were developed and approved during this fiscal year and made available to the Districts. Only four (4) locations had to be processed by this office.

RIGHT-OF-WAY SUBSECTION

The following is a resume of the work carried out by this Subsection during the fiscal year:

Property requisitions processed numbered 575, covering 1,550 miles of highway.

Revisions to property purchase orders approximated 100.

Property sales processed, 263.

Number of plans of subdivision processed was 1,275.

Official plans and amendments studied and recommendations prepared, 142.

TRAFFIC SECTION

W. Q. MACNEE, Traffic Engineer

During the fiscal year ended March 31st, 1957, the Traffic Section undertook to study the following number of requests.

ORIGINATING	Backlog Requests as of April 1/56	Requests received during year	Requests finalized during year	Backlog of Requests as of March 31/57
(a) From Outside Department.....	45	306	285	66
(b) Within the Department but outside Traffic Section.....	274	304	530	48
(c) Within the Traffic Section.....	202	603	750	55

The work was distributed among the various groups in the Traffic Section as follows:

Traffic Studies

The Traffic Studies group collects the field data for the Traffic Section. To accomplish this the group consisted of a field staff (average of 17 men) divided into two units, with a supervisor at the head of each unit. This staff was supplemented by some 20 university students during the summer months. Some personnel was hired locally for large O-D surveys such as the one at Hamilton.

In 1956 a third unit was added to the field staff. This was a permanent Origin-Destination Survey Crew.

In 1956 some 14,000 24-hour counts were obtained. This included 800 individual counts obtained in April and May, in 160 municipalities, for the Highway Needs Study. Included also are 200 counts taken for Road Closing Hearings in 18 townships, on 174 roads crossing No. 401 Highway.

Origin Destination surveys were taken in 7 major areas in 1956. The total number of survey stations manned were 100, and the number of interviews was 111,000. Of these, 103,000 interviews were taken at Hamilton, St Catharines, and St. Thomas.

A special card survey was conducted on the Toronto By-Pass in June and September. In this survey 70 stations were manned and 27,000 cards were distributed. The manpower necessary was approximately 60 people for each day of the survey.

Studies were conducted at 170 intersections throughout the province. Of these, 101 were for traffic control purposes and 69 for intersection design purposes. In addition, 160 turning movements were taken for the Highway Needs Study.

The Traffic Section operated 14 permanent counting stations. Two of these were installed in 1956. These were both at Kitchener, one in urban Kitchener on Highway No. 85 between Queen Street and Ontario, the other on Highway No. 8, 0.2 miles south of Freeport bridge. The permanent station at Morrisburg was moved from old Highway No. 2 to the present Highway No. 401.

Traffic Research

(1) Characteristics

This group of the Traffic Section produced the traffic volumes used by other Branches and Sections of the Department. They were obtained by analyzing and processing field data and expanding to an annual average daily traffic volume (AADT). In particular AADT volumes were supplied for the Highway Needs Study — "A Plan for Ontario Highways."

By the end of the fiscal year some 3,000 requested counts had been calculated. In addition to this the regular traffic volume counting network was procured. This network included 21 permanent counters at 14 locations and 239 control stations of which 82 are major control stations giving twelve five-day counts per year and 157 minor control stations giving six two-day counts per year.

The two new counters in and outside the City of Kitchener are permanent continuously-operating counters and are called "Kitchener-Urban" and "Kitchener-Rural" respectively. These together with an intermediate counter being installed and to be called "Kitchener-Suburban" will provide the Group with some of the data necessary for the analysis of vehicle counts in built-up areas.

A pilot study has been made on traffic volumes by consultant statisticians with electronic computing equipment and initial results indicate that traffic volumes will prove amenable to this type of analysis.

(2) Route Analysis

The Route Analysis Group is responsible for the planning, analysis and preparation of reports for Origin-Destination surveys. The reports include recommendations, based on traffic considerations, in regard to proposed highways, improvements to existing highways, and by-passes of urban areas.

Complete external Origin-Destination surveys were carried out at the following cities and towns: Hamilton, St. Catharines, Welland, Port Colborne, St. Thomas, Aylmer, Durham, Owen Sound, and Bancroft. Other partial surveys were conducted at Huntsville, Chesterville, Tecumseh, Brantford, Simcoe, Unionville and Concord. Origin-Destination surveys were also taken for traffic analysis of the Road Closing projects which are reviewed at the Municipal Board hearings.

One of the most important research projects conducted was the Trip Length survey on Highway No. 401 (Toronto By-Pass). This survey indicated that the average trip on the Toronto By-Pass was only 4.24 miles. 21.5% of the traffic left at the first adjacent interchange.

The Highway Needs Study was also one of the major projects. This involved traffic analysis, proposed improvements and an estimation of the cost of the required improvements on the sections of highway through the towns and villages in the province that have populations between 1,000 and 5,000. One hundred and forty of the 160 towns and villages in this category were studied by this group.

Another important aspect of the work is the determination of potential traffic volumes and potential turning movements on new or improved highway facilities. Highway No. 401 was the major route involved in many of the potential turning movements.

Some traffic route analysis projects that have been completed during the present fiscal year include the following:

Highway No. 2.....	Ancaster to Duff's Corners
Highway No. 2.....	Port Credit to Clarkson
Highway No. 5.....	Cooksville to Mississauga Road
Highway No. 6 and 21....	Owen Sound-Spring Mount to Hepworth County Rd.
Highway No. 7.....	Brooklin to Brampton
Highway No. 24.....	Brantford to Simcoe
Highway No. 39.....	Tecumseh to Belle River
Highway No. 58.....	Port Colborne to St. Catharines

Traffic Control

During the fiscal year, numerous studies were conducted in response to requests for traffic signal and flashing beacon installation and signing improvement. A number of studies were also made to investigate the causes of accidents at a number of accident-prone locations. Speed zoning studies were initiated as a result of new legislation which allows the Lieutenant-Governor-in-Council to alter the basic speed limit of 50 miles per hour on King's Highways.

A total of 79 requests for traffic signal and flashing beacon installations were received during the year. Studies were made and reports prepared on 59 of these along with some that were pending from the previous year. Traffic signals were recommended in seven of these locations and flashing beacons in four.

Miscellaneous studies made as a result of requests for traffic control or personal observation of deficiencies in signing, pavement marking signalization, etc., totalled 20.

Speed zoning studies were conducted first on some of the major highways, such as Highway No. 400 and sections of Highway No. 401. A total of 51 studies were requested or initiated during the year with 22 studies completed in that time. As trained staff becomes available it is planned to set up a schedule of priorities for the whole highway system so that eventually all speed limits will have been set according to modern principles.

The Traffic Control Subsection prepares sign and pavement marking layouts for all interchanges and major channelized intersections, both existing and those constructed during the year. In addition, all designs prepared by the Intersection Design Section are now checked by the Traffic Control Subsection to determine whether they can be adequately signed.

A total of 107 sign and pavement marking layouts were prepared during the year. These may be subdivided as follows:

Layouts for new interchanges.....	31
Layouts for new channelizations.....	16
Layouts for existing interchanges.....	10
Special layouts for reports on traffic studies made during the year.....	49

In addition to keeping sign standards up to date, we were instrumental in publishing in July the Manual on Uniform Traffic Control Devices for Ontario Streets and Highways. It was distributed not only to various department personnel but to all municipal governments, police officials and safety organizations in the province. In addition, provincial and state officials all across the continent received copies. It has been the major cause of a marked increase in public interest in street and highway signing in the province and has led a number of municipalities into undertaking a reappraisal and renewal of their own signing.

Accident Records

Adequate highways are not expected completely to eliminate motor vehicle accidents. However, modern safe highways together with proper enforcement of traffic controls contribute impressively towards reducing accident rates.

The basic concept of accident prevention is that the predominant causes of accidents can be determined and that greater highway safety can be achieved by such causes being physically removed or adequately controlled. Concentrated efforts are made to determine accurately the location and cause of all motor vehicle accidents occurring on the King's Highway, Secondary, County and Township roads, etc. Every effort is made also, to have a record of accidents occurring on streets in municipalities where Connecting Link Agreements have been made with the Department.

To facilitate engineering use of accident data, all reports of accidents are filed by location and are readily available to give us the complete accident experience record for any specific highway location in a matter of minutes. This information is used extensively by the Traffic Control and Research groups, the Intersection Design Section, Economics and Statistics Section, etc., and includes accident experience records, and the compilation of accident and fatality rates. The Accident Records Group processed a total of 591 specific requests for accident information during the fiscal year of which, 120 requests were in connection with the Highways Needs Study.

Special accident experience studies were compiled for presentation as evidence at fifteen Ontario Municipal Board hearings in the matter of applications by the Department regarding Controlled Access Highways.

Monthly reports indicating locations, the manner of occurrence, weather, road conditions, etc. of all fatal motor vehicle accidents occurring on the King's Highways were prepared and made available to senior officials of the Department of Highways and Provincial Police, District highway engineers and Provincial Police district inspectors.

An interesting fact to be recognized in summing up the reports for the fiscal year (1956-57) is that 548 fatal accidents occurred on the highways alone, and that 163 (29.7%) of these accidents involved one vehicle only — little chance of the driver to blame anyone or anything but himself.

STATISTICS AND ECONOMICS SECTION

Now that this section has completed its second year, its operations may be more completely described.

The *Transportation Planning Group* prepared regional and area transportation plans which indicated what roadways and freeways have to be built or re-built in order to accommodate traffic at future dates, (in ten years' time, in fifteen years' time, twenty years' time, or twenty-five years' time.) They investigated requests from township councils, county councils, chambers of commerce and members of the Legislative Assembly — requests which asked the Department to add sections of roadway to the Provincial highway system. Investigations were followed by a written report indicating why or why not these sections of roadway should be added to the Provincial system.

The *Inventory Group* carried out the following duties:

1. Established methods and systems for collecting, recording, collating and reporting information required for road inventory and sufficiency rating of sections of roadway on the Provincial system.
2. Collected and collated data required for the technical analysis of the existing highway system.
3. Compiled this information in suitable form for the requirements of the Priorities section, showing the relative adequacy of the various rating sections of the entire system.
4. Evaluated the gathered data together with such information as could be obtained concerning the future requirements of each section, (that is the projection of traffic volume trends, economic analysis probable life of surface conditions, etc.). In order to determine when sections, which are now satisfactory, may become deficient with respect to any or all the factors considered in the analysis of the highway system.
5. Prepared the data in a simple graphic form for the use of personnel of the Planning and Design Branch in discussing future plans and programs with other department personnel, members of the Provincial Legislature and the public.

The work of the *Economic Studies Group* involved:

1. Making traffic forecasts in the light of economic trends. This involved estimating population distribution and growth, travel habits and motor vehicle registration.
2. Making special studies such as road life studies and cost allocation studies.
3. Making benefit-cost economic analysis in determining whether or not new bridges, new freeway interchanges or cross-overs, and new roadways should be built.

Our *Urban Studies Group* carried out the following duties:

1. Prepared manuals which outline:
 - (a) Methods of taking traffic volume counts on city arterials in order to evaluate the adequacy of city arterial streets.
 - (b) Capacity tables which indicate the practical capacity (in vehicles per hour) which can be accommodated on different types of arterial streets.
 - (c) Guides for estimating costs of reconstruction on various types of streets.
 - (d) Guiding principles for the study of arterial streets.
 - (e) Considerations in street system classification.
2. Engineers in this group met with city and town planning officials from time to time and acted as Department representatives in obtaining agreement with these officials on future transportation plans.

3. Reports were prepared which outlined the extent of urban street problems in Ontario and how these problems may be remedied and what cost is involved in remedying these problems.

The *Rural Studies Group* carried out the following duties:

1. Prepared and kept up to date a county road study manual which outlines:
 - (a) Road and bridge design standards.
 - (b) Predicted future traffic growth tables.
 - (c) How to plan future pavement and bridge improvements and how to determine time when needed.
 - (d) How to estimate cost of improvement.
 - (e) Methods for reviewing classification of rural, county and township roads.
2. Engineers in this group met with County and Township officials from time to time and acted as Department representatives at these meetings which are called for the purpose of obtaining agreement on future road and bridge construction plans.
3. Reports were prepared which outlined the extent of county and township roadway deficiencies and which described how these problems can be remedied as well as indicating cost involved.

It is with a feeling of real accomplishment that this Section reviews its year's activities. A comprehensive engineering appraisal of present and future needs of Ontario King's Highway and Secondary road systems has been brought to a successful conclusion. In it, basic planning data were made available for establishing a rational series of priority schemes aiming at removing present and anticipated deficiencies from these two road systems. This Planning report is regarded by many as the most important planning project in the D.H.O. history.



Initial construction on C.N.R. Overpass on Trenton-Belleville By-Pass section of Highway 401
Port Hope District.

The report involved:

1. A Provincial Highway Classification Study.
2. A Traffic Prediction Study.
3. A Road Life Study.
4. A Maintenance Cost Analysis.

Before the provincial highway report was completed the Section was planning to prepare a similar type of report on Urban and Rural Municipal Road Needs.

PLAN FILES AND REPRODUCTION SECTION

W. L. JACKSON, Superintendent

The following is the Annual Report for the above Section covering the fiscal year 1956-57.

Plan Files

Summary of new plans received, indexed, numbered (except A and P plans) and filed.

A.	Assumption and Reversion.....	321
B.	Highway Detail.....	73
C.	Highway Profile.....	117
D.M.	Interchanges.....	88
F.	Proposed Revisions.....	259
G.	Railway Crossings.....	37
M.	Miscellaneous.....	69
O.P.	Official Plans.....	137
P.	Land Plans.....	3,634
T.S.	Traffic Study.....	7
X.	Cross Sections.....	9
TOTAL.....		4,751

This is an increase of 68% over the previous fiscal year mainly made up from the large increase of Land Plans received. All plans have been numbered and indexed, but ten F plans and five profiles have yet to be completely referenced to the existing plans. This work will be done as soon as the existing plans are returned to this office for filing.

In addition to the above work, as time would allow, we cross-referenced 336 Traffic Studies and 89 Cross Sections on the existing plans.

Draughting

The work of plotting and referencing the Assumption, Reversion, Land and Subdivision Plans, Purchase and Sales deeds, is shown on the Summary below and this work increased 102% over the previous fiscal year. In addition, as time would allow, we have been checking the referencing of all subdivisions from the files and by the end of the year we had completed 138 subdivisions that were not shown on the existing plans.

	Balance on hand April 1/56	Received during the year	Completed during the year	Balance on hand March 31/57
P — (Land Plans).....	225	3,634	3,485	374
A — (Assumption and Reversion).....	20	321	333	8
Deeds — (Purchases).....	6	248	223	31
Deeds — (Sales).....	16	221	225	12
Subdivisions.....	26	225	238	13
	293	4,649	4,504	438

Re-Indexing

During the year the re-indexing of P Plans was completed, also the A Plans and a start was made on the M Plan file. During the coming year we trust the re-indexing will be finished.

P Plans.....	1,865
A Plans.....	2,015
M Plans.....	255
TOTAL.....	4,135

Since the re-indexing commenced we have inspected and completed 25,201 plans. Also during the year a Plan Index, similar to the one here in Toronto, was typed out and set up for the Owen Sound District.

Plan Service

Since the Department's re-organization the movement of plans has greatly increased. Where we formerly handled an average of 2,200 plans per month we now average 4,600 plans per month, and a monthly check shows there are between 500 and 600 plans out of the files, in use by the different Sections, at all times throughout the year. During the year some 55,230 plans were charged out for general office use.

The following summary shows the number of plans in use by the different Sections on the 31st of March, 1957.

East Block		559 Jarvis St.	
Location and Design Office.....	27	Intersection Design.....	98
Trans. Can. Office.....	22	Location Sec.....	260
	<u>49</u>		<u>358</u>
1173 Bay Street			
Right of Way Subsection.....	78		
Design Section.....	39		
Field Design Section.....	17		
Intersection Design Subsection.....	14		
	<u>148</u>		
TOTAL.....	555 Plans		

In addition, all requests for prints received from District Offices, Land Surveys, Property and Bridge Offices were fulfilled but no record of this work is kept.

CARTOGRAPHY

During the first two months of 1956 while the road map was being printed, numerous inspection trips were made to the printers to check on revisions to the map. Much time was spent checking vandykes of the different colours for both the south and the north sides of the map. All this checking is necessary to ensure that all the revisions made on the bases will appear on the map. While the map was being printed a few trips were made to the printers to inspect the colours so that the various tones would be maintained.

Early in the year maps at a scale of 4 miles = 1 inch of the combinations Wentworth, Haldimand, Lincoln and Welland; Frontenac, and Lennox and Addington; and Peterborough, Victoria, and Northumberland and Durham were printed from the bases revised in 1955.

During the year bases were revised and maps printed of the following single maps: Grey, Hastings, and Parry Sound; and of the combination: Peel, Halton, Dufferin, Wellington and Waterloo. Towards the end of the year bases were revised for the following combinations: Brant, Elgin, Middlesex, Oxford and Norfolk; and York and Ontario in preparation for printing new editions of these maps. During the year the first edition of the new map of the southern portion of the District of Nipissing was printed. Some work was done to bring the bases for Haliburton and Renfrew up to date.

The progress charts for all the highways were brought up to date and new charts were made for many of the new highways recently assumed.

The mileage sheets for highways and secondary roads were revised to bring them up to date. These in conjunction with the progress charts were used to compute the totals of the various types of pavements in all the counties.

Some preliminary work was done to compile lists of names for new maps (4 mi. = 1 in.) of the Districts of Sudbury, Temiskaming, Algoma, Manitoulin, and the northern half of Nipissing.

Information was supplied to the various map making companies in the form of marked maps to show new pavements in the highways system. At the request of the Ontario Motor League their road book was checked over and a number of revisions noted in it.

Many revisions were made on the road map bases in preparation for the printing of the 1957 road map. A few place names were added, new pavements on highways, secondary roads and county roads were shown; some of the city bases were revised from information supplied by the District Engineers; a new printer's index was made to include the new places appearing on the road map and all new populations according to the Municipal Guide; a new base was made for the sign panel. All printed matter was proof-read twice and corrections made before the printer was permitted to use the proofs.

After the bases went to the printers a great deal of checking was carried out to make certain that all revisions would appear on the new road map. This was more involved than usual because the same firm was printing the map as did the job two years ago. In effect the map was being revised over two years instead of one.

ROAD DESIGN SECTION

H. D. McMILLAN, Road Design Engineer

(a) *Projects Computed*

The following mileage was designed and computed by the Road Design Office.

	Grading Projects Miles	Paving Projects Miles	Structures
Highway 401	62	33	30

(b) *Projects Checked*

The following mileage was designed and computed by the Field Staff and the preparation of contract plans and profiles and the checking were done in this office.

	Grading Projects Miles	Paving Projects Miles	Structures
Highway 401	62	33	30
Trans-Canada	45	45	7
Other Highways	441	273	21
TOTALS	548	351	58

(c) *Grades Approved*

Grades were approved for the following mileage:

	Grading and Hot Mix Projects	Structures
	Miles	
Highway 401	95	30
Trans-Canada	117	7
Other Highways	475	21
TOTALS	687	58

(d) *K.C.S. Data Control*

The following mileage was processed for electronic computation by K.C.S. Data Control.

	Grading Projects
Highway 401.....	20 miles
Trans-Canada.....	15 miles
Other Highways.....	42 miles
TOTAL.....	77 miles

(e) *Intersection Design Group*

The following work was detailed by the Intersection Design Group:

	2 Legs	3 Legs	4 Legs
Cloverleaves —			
Highway 401.....	5	1	10
Trans-Canada.....	2	1	....
TOTALS.....	7	2	10
Channelization —			
Trans-Canada.....			18
Other Highways.....			32
TOTAL.....			50

(f) *Highway Standards*

Approximately 400 standard books were assembled and distributed during this period plus the distribution of revisions and additions to all book holders.

FIELD STAFF SECTION

(a) **Field Information Obtained**

Following are the mileages of grading and other projects requiring full field information obtained for the computation of estimate quantities during the fiscal year 1956-57.

Trans-Canada Highway.....	149 Miles
Other Highways.....	464 Miles
TOTAL.....	613 Miles

(b) **Projects Computed**

Following are the mileages of grading and other projects requiring complete field information which were computed by this section.

Trans-Canada Highway.....	188 Miles
Other Highways.....	444 Miles
TOTAL.....	632 Miles

(c) Structure Projects

Thirty projects involving approach grading on which full information was obtained and estimate computed.

Plan alignment re-established.....	533 Miles
Projected revisions run in field.....	83 Miles
New detail taken.....	40 Miles
Plans plotted and traced by H.O. Drafting staff.....	83 Miles
Profiles plotted and traced by H.O. Drafting staff.....	83 Miles
Detail added to existing plan by H.O. Drafting staff.....	40 Miles

BRIDGE DESIGN SECTION

A. M. TOYE, Bridge Engineer

Some 7,563 feet of bridging, comprising 67 structures, were completed during the year. Of these, 29 were designed by Consultants; two by the Development Engineering Branch of the Department of Public Works, Canada; and 36 by the Bridge Design Section of the Department of Highways, Ontario.

Highway 401

Twenty-three structures consisting of 5 bridges, 14 grade separations and 4 railway overheads were completed on Highway 401 as follows:

Five structures were built on the Toronto By-Pass completing this very important stretch of road for the official opening in August 1956. Four grade separations were completed on the Windsor to Tilbury section allowing it also to be opened in August 1956. Seven structures were completed on the London By-Pass leaving a balance of three to be completed early in the coming year for the scheduled opening of this section of highway. Six structures were completed on the Trenton to Belleville section and one structure was built on the Kingston By-Pass section of this highway.

Queen Elizabeth Way

Four structures were completed on the Queen Elizabeth Way at Geneva St., St. Catharines; the Windermere Cut-Off, Hamilton; Nelson Twp. Overpass at the junction of Q.E.W. and Hwy. No. 2 at Burlington; Nelson Twp. Bridge No. F.W. 2 at the junction of the Q.E.W. and the Freeman-Wolfe Island road.

Two grade separations were built on the Orillia By-Pass; one at the junction of Highway 11, the other at the junction of Highway 12. This enabled the By-Pass to be opened to traffic in November.

The underpass on Highway 27 at the Ontario Jockey Club was completed.

Trans-Canada Highway

Six structures were built on the Trans-Canada Highway as follows: Footes Bay C.P.R. Overhead, Hwy. No. 69; Hawkesbury W. Twp. Overpass at the junction of Hwys. 17 and 34; the Matawin River Bridge, Hwy. No. 17; Nairn C.P.R. Overhead, Hwy. No. 17; Wanapetei River Bridge, Hwy. No. 69; and the Spanish River Bridge at Nairn on Hwy. No. 17.

Eight railway overheads were completed, five over the Canadian Pacific and three over the Canadian National.

A complete list of all structures completed is given in Appendix No. 4.

In addition to the above, the Bridge Design Section was responsible for the following work.

Approximately 289 concrete culverts were built at a cost of more than \$1,000,000.00.

During the year a total of 106 structure designs were started: 58 by consultants and 48 by the D.H.O. Bridge Design Section.

One thousand copies of the 1956 Booklet "Bridge Clearances on King's Highways of Ontario" were issued to trucking organizations and other interested parties. This is a much used service which is improving year by year.

Plans were examined and approved for 489 bridges and culverts on municipal and district roads.

Survey Highway Bridges

During the year a detailed inspection was made of approximately 1,600 bridges on King's Highways and 275 bridges on Secondary Highways. The data obtained from these inspections were used in rating the structures from both a structural and a functional point of view. The ratings were then employed in establishing priorities for replacements and repairs.

SERVICES BRANCH

Director of Services, C. A. ROBBINS

This Branch provides Services for the rest of the Department and consists of the following sections:

- (1) Equipment
- (2) Property
- (3) Sign and Building Permits
- (4) Supply
- (5) Tenders
- (6) Land Surveys
- (7) Office Services
- (8) Buildings

Office Services Section was transferred from the Financial Comptroller's Branch to Services Branch, November 1, 1956.

Buildings Section is a new section which was established October 15, 1956, and is located in the Department of Highways Building at Downsview.

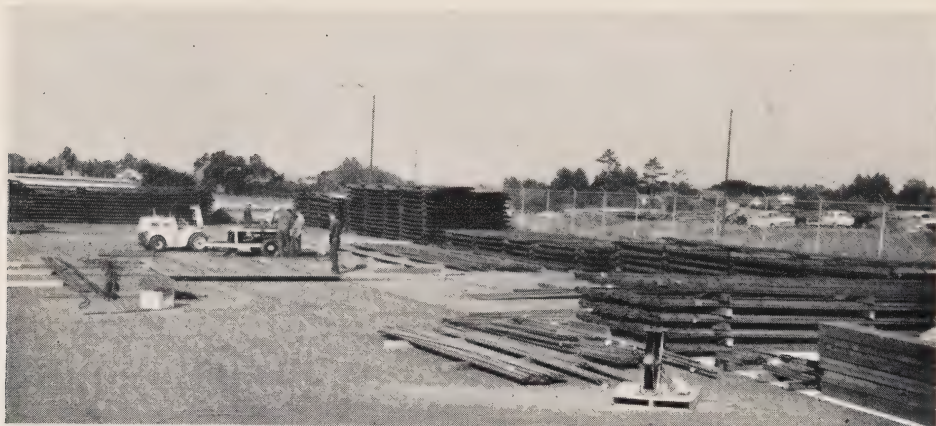
Equipment Section

T. W. Johnston, Superintendent

The Equipment Section, through its Head Office Staff and six field Supervisors, is responsible for the preparation of specifications, inspecting, testing of all new machines, and the supervision of the maintenance of all Department equipment located throughout the province.

The Department operated the following major equipment during the year:

Trucks.....	1,353	Planers.....	4
Power Graders.....	282	Swamp Buggies.....	1
Maintainers.....	36	Gradalls.....	6
Wheeled Tractors.....	388	Ferries.....	6
Track-type Tractors.....	84	Tractor Compressors.....	5
Compressors.....	95	Core Drills.....	5
Distributors.....	165	Earth Augers.....	4
Low Bed Trailers.....	21	Multiple Blade Maintainers.....	3
Special Sander Bodies.....	249	Carryalls.....	1
Rollers.....	48	Asphalt Finishers.....	2
Weed Sprayers.....	29	Bar Benders.....	1
Scales.....	53	Hydraulic Cranes.....	1
Cement Mixers.....	27	Hydraulic Swing-type Power Shovel....	1
Cold Patch Mixers.....	18	Semi-Trailers.....	1
Pulvi-Mixers.....	18	Hydro Seeders.....	6
Asphalt Mixers (Hot).....	1	Hoist and Drag Buckets.....	2
Loaders.....	45	Moto-Pavers.....	1
Heaters.....	40	Mud Jacks.....	1
Aggregate Driers.....	16	Yard Cranes.....	4
Stripers.....	15	Stationary Power Plants.....	4
Arc Welders.....	44	Sand and Gravel Screening Plant.....	1
Gradebuilders.....	83	Portable Screening Conveyor Plant.....	1
Leaning Wheel Graders.....	27	Crushing Plant.....	1
Paint and Bead Mixers.....	14	Snow Blowers.....	13
Standard Office and Camp Trailers.....	11	"V" Type Snow Plows.....	441
Power Sweepers.....	15	Oneway Snow Plows.....	466
Mulch Spreaders.....	12	Reversible Blade Plows.....	12
Power Shovels.....	9	Snow Wings.....	676
Moto-Patchers.....	3	Full Hydraulic Units.....	398
Conveyors.....	5	Power Hydraulic Units.....	13
Eductors.....	4	Hand Hydraulic Units.....	9



Processing reinforcing steel at Central Stores stockpile, Services Branch, Downsview, Toronto.

Equipment Purchased

New equipment as listed hereunder was purchased to replace obsolete and worn out equipment, and also to fill the Districts' demands for additional equipment:

Trucks.....	420	Maintainers.....	2
Power Graders.....	31	Levels.....	154
Tractors, Wheeled.....	64	Transits.....	172
Tractors, Crawler.....	16	Loaders.....	16
Bar Benders.....	1	Power Shovels.....	1
Conveyors.....	3	Hydraulic Swing-type Power Shovel....	1
Compressors.....	12	Rollers.....	3
Cement Mixers.....	1	Sleeper and Office Trailers.....	2
Hydraulic Cranes.....	1	Portable Weight Scales.....	1
Emulsion Distributors.....	1	Weed Sprayers.....	1
Eductors.....	2	Hydro Seeders.....	3
Earth Augers.....	1	Bituminous Heaters.....	2
Aggregate Driers.....	1	Highway Scales.....	6
Gradebuilders.....	16	Moto Pavers.....	1
Special Sander Bodies.....	40	Power Sweepers.....	1
Portable Conveyor Screening Plant.....	1	Mulch Spreaders.....	6
Stationary Power Plants.....	1	Paint and Bead Mixers.....	1

All new major equipment was inspected before delivery, to ascertain that the equipment met Department specifications.

A central training school, with three qualified instructors, was inaugurated at Downsview, the official opening being held on 21st November, 1956. Courses of instruction were held both in the field and at this school during the year for Mechanical Supervisors, Shop Foremen, Preventive Maintenance Mechanics, Equipment Operators, Apprentice Mechanics, Welders, and other specialized groups. In addition, other courses were organized with the assistance of various private companies, and their training staffs.

The section supervised Equipment Operators' training and safe-driving program. The annual "Rodeo" was held in which all Districts were represented. The supervisors lectured and showed films on safety in most of the Districts. In addition, all Department Motor Vehicle Accident Reports were processed.

A complete new set of equipment purchasing specifications was set up for the following year, and a better progressive recording system instituted covering all phases of this complicated procedure.

The Section assumed control of the Department's Instrument Repair Shop as of 1st March, 1956, and continued this operation during the fiscal year.

Property Section

H. Barry, Superintendent

The Property Section is responsible for the acquisition of all land required for highway purposes and the management of surplus properties.

During the year, there was a slight increase in the number of agreements negotiated over the previous year, with continuing improvement in the various processes toward payment.

A total of 4,959 new agreements were negotiated with property owners, which added to the carryover of 1,299 from the previous year totals 6,258. Of these, 4,754 were paid during the year.

During the year, 1,735 surplus properties were recorded, which added to the carryover of 1,064 from the previous year totals 2,799. Of these, 1,234 were disposed of producing a revenue slightly in excess of one million dollars.

Closer liaison was established with the Planning and Design Branch (Scheduling Section) to ensure that right-of-way will be available on time for all scheduled contracts.

A revision in negotiation procedure is considered necessary, and a start was made in establishing a pre-appraisal group.

In disposing of surplus properties, a few sales were conducted by public auction as opposed to normal tender procedures, with excellent results.

Area office staffs were enlarged during the year to take care of the expanding highway programme.

Considerable progress was made in purchasing right-of-way for Highway 401 across the province with 75% now paid for.

Sign and Building Permits Section

E. G. Crowhurst, Superintendent

The Sign and Building Permits Section is responsible for the administration of regulations in connection with the issuing of permits for signs, buildings and gasoline pumps.

Building Permits

Number of Permits Issued.....	4,460
Approximate Valuation of Buildings.....	\$57,448,723.00

Gasoline Pumps

Number of Permits Issued.....	4,027
Permit Fees.....	\$41,755.00

Sign Licences

Licences Issued — \$15.00.....	327
Licences Issued — 7.50.....	1,589
Licences Issued — 1.00.....	1,361
Licences Issued — 30.00 (Illuminated).....	94
Licences Issued — 15.00 (Illuminated).....	193
Licences Issued — 2.00 (Illuminated).....	45
Sign Licence Fees.....	\$23,749.50

NOTE: Licences are issued according to the calendar year,
January 1st to December 31st, 1955.

Supply Section

R. W. Rawlings, Superintendent

The Supply Section is responsible for the purchase of all material and equipment, also the administration of Bailey Bridge depots, Central Stores Warehouse in Toronto and the supervision of all District stockrooms.

During the fiscal year 1956-57 the activity of Central Stores was greatly increased due to improved warehousing and material handling facilities. The total value of shipments to the Districts and Branches was \$1,476,182.25.

In view of acute steel shortages during the year an inventory of approximately 6,000 tons of reinforcing steel, tubular and "H" piling and structural sections was stockpiled. This stock was invaluable in supplying contract shortages.

Many other maintenance and construction materials were added to Central Stores inventory.

During the year a Bailey Bridge stock depot was established at Fort William. Rehabilitation, maintenance and stockpiling depots are now in operation at Toronto, North Bay, London and Fort William. Material was supplied for 53 Bailey Bridges during the year, the largest bridge being the Smooth Rock Falls structure which required almost 300 tons. An additional 466 tons was purchased to supplement decreasing stocks.

In disposing of obsolete equipment and scrap materials, 150 sales were conducted during the year and a total value of approximately \$125,000.00 was realized from these sales.

Inventory control procedures on the Districts were periodically reviewed and modifications applied as required.

In general, construction materials remained in normal supply although substantial price increases were encountered in several items.

Tenders Section

P. J. Grant, Tenders Secretary

The Tenders Section is responsible for processing of tenders on D.H.O. engineering projects, property sales, supply purchases and obsolete equipment sales.

This section also arranges the weekly public openings of the engineering tenders in addition to supplying contractors with tendering information and forms. Tendering material is also supplied to potential property sale bidders, and to those firms requiring tendering material on D.H.O. purchases of heavy and automotive equipment.

The office is responsible for ensuring that all tendering procedures are followed and recommendations made where inadequacies are found or revisions are required. It is also responsible for placing tender advertisements and the processing of respective accounts.

Tenders were called as follows:

(a) *Engineering Contracts (Including Maintenance)*

Contracts called.....	380
Tendering material dispatched, sets.....	5,988
Tenders received.....	1,728



Bailey Bridge over Mattagami River on Highway 11, at Smooth Rock Falls, Cochrane District. Services Branch of the Department of Highways supplied about 300 tons of war-surplus stock for this structure, and also supplied sections for 52 other Bailey Bridges during the year.

(b) Property Sales

Sales.....	164
Tenders processed.....	404

(c) Supply Purchases (by tender only)

Purchases.....	773
Tenders processed.....	3,410

(d) Obsolete Equipment

Sales.....	41
Tenders processed.....	173

Land Surveys Section

W. D. Ratz, Superintendent

The Land Surveys Section is responsible for carrying out all land surveys and the preparation and registration of all plans for the acquisition or disposal of land and the assumption, reversion, designation and closing of highways.

It was again found necessary to hire all available Ontario Land Surveyors to supplement our own surveying staff in order to cope with the construction program.

Since April 23, 1956, Land Surveys Section has been responsible for the registration of plans. During the fiscal year a total of 1,691 plans were registered.

In April, 1956, a white print machine and a photostat machine were installed at the Downsview Office. These machines produce approximately 80,000 square feet of white print reproductions per month and 9,000 square feet of photostat reproductions. In October, 1956, white print machines were installed in the Area Offices at London, Kingston, North Bay and Fort William. Each Area Office produces approximately 2,000 square feet of reproductions per month.

Eight training courses were conducted during the year. Of the 164 candidates who attended these courses, 161 were examined and 130 qualified.

During the year 15 Road Closing Hearings were held before the Ontario Municipal Board, and 18 Road Closing Plans were prepared.

The following summary shows the number of plans completed of all types:

TYPE	NO. OF PLANS	TOTAL MILEAGE
Land Plans.....	2,275	1,546.049
Assumption Plans — The King's Highways.....	144	314.61
Assumption Plans — Secondary Highways.....	73	939.69
Reversion Plans — The King's Highways.....	75	44.90
Reversion Plans — Secondary Highways.....	1	2.00
Controlled — Access Highway Plans.....	42	226.15
Designation Plans.....	42	49.00
Road Closing Plans.....	18	.....
(For Municipal Board Hearings)		
Electrical and Landscaping Plans.....	20	.....
	<u>2,690</u>	<u>3,122.399</u>
Increase over previous year.....	35%	31%

Mileage of Land Plans —

TYPE	NO. OF PLANS	TOTAL MILEAGE
Land Plans from Field Survey.....	1,257	1,062,797
Land Plans from Office Records.....	221	91.381
Plans to Illustrate Description from Field Survey.....	201	49.079
Plans to Illustrate Description from Office Records.....	330	78.000
Crown Land Plans from Field Survey.....	131	210.717
Indian Affairs Plans from Field Survey.....	3	3.197
Plans of Abandonment.....	87	13.864
Navigable Waters Protection Act Plans.....	14	1.357
St. Lawrence Seaway Project.....	12	17.983
Miscellaneous Plans.....	19	17.674
TOTALS.....	<u>2,275</u>	<u>1,546.049</u>

See Appendices Section in this Annual Report volume for detail of Assumptions, Reversions, Controlled-Access Highway Plans, and Schedule of Plans Designating Sections of the King's Highway System.

Office Services

F. C. W. Flegg, Superintendent

The Office Services Section is responsible for:

- (1) the procurement and distribution of office supplies, furniture, equipment, stationery and medical supplies;
- (2) the operation of Central Records;
- (3) providing mailing service for all Departmental offices in the Toronto Area;

- (4) reproducing by various methods forms, reports, etc., for the various branches of the Department;
- (5) microfilming old records;
- (6) the operation of Fort Henry.

In general, all items required for Department operation were in normal supply.

To reduce filing space and provide a convenient means of reference to the old records, a microfilm service was established in January, 1957.

Building Section

F. E. Cavell, Superintendent

The Building Section was established to review and consolidate the building requirements of the Department, allocate space, supervise buildings erected for the Department, prepare architectural plans, design buildings, attend to communication service and act as liaison with the Department of Public Works in all matters pertaining to buildings occupied or required by the Department of Highways.

During the month of November, 1956, a survey was conducted of office space occupied by the Department and a report prepared detailing the present and future requirements.

Architectural plans and report were prepared for addition to Central Stores Building at Downsview.

In January, 1957, a physical inspection was made of the offices and patrol yards in the Districts of Chatham, London, Owen Sound, Hamilton, Kingston, Ottawa, Bancroft and Toronto. This survey revealed the urgency of a program of building replacements, present repairs and maintenance.

For the Department of Transport, a report was prepared on motor vehicle operator examination and driving test methods for visual inspection of existing installations in Pennsylvania, New Jersey and the State of Delaware.

REPORT OF PROGRESS ON NEW DEPARTMENT OF HIGHWAYS' BUILDINGS DURING FISCAL YEAR ENDING MARCH 31, 1957

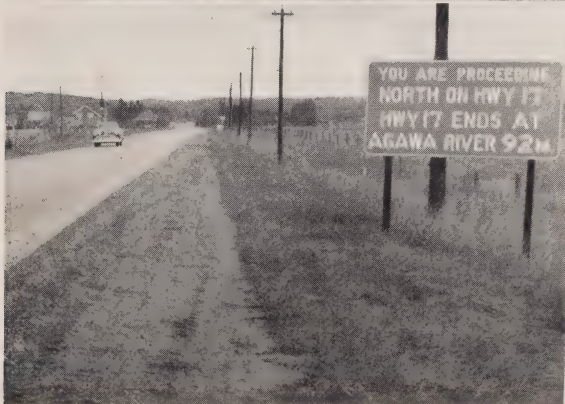
	Per cent completed March 31, 1957
STRATFORD DISTRICT	
9 Bay Office Building, Standard.....	100
OWEN SOUND DISTRICT	
9 Bay Office Building, Standard.....	100
BANCROFT DISTRICT	
7 Bay Office Building, Standard.....	75
COCHRANE DISTRICT	
7 Bay Office Building, Standard.....	65
CHATHAM DISTRICT	
Paint Shop, Chatham.....	100
District Garage.....	65
Heated Storage.....	60
5 Bay Patrol Garage.....	85



Central Stores Warehouses at Toronto. Services Branch of the Department of Highways now operates Rehabilitation, Maintenance and Stockpiling Depots also at Fort William, North Bay and London as well as at Downsview, Toronto.

	Per cent completed March 31, 1957
LONDON DISTRICT	
5 Bay Patrol Garage — Sweaburd Rd.....	100
5 Bay Patrol Garage — Highways 401 and 74.....	85
STRATFORD DISTRICT	
5 Bay Heated Garage, Goderich.....	90
HAMILTON DISTRICT	
5 Bay Patrol Garage, Duff's Corners.....	85
OWEN SOUND DISTRICT	
5 Bay Patrol Garage, Arthur.....	25
TORONTO DISTRICT	
4 Bay Patrol Garage, Beaverton.....	30
4 Bay Patrol Garage, Coldwater.....	90
KINGSTON DISTRICT	
3 Bay Patrol Garage, Bathurst.....	100
3 Bay Patrol Garage, South Emsley.....	100
4 Bay Patrol Garage, Barriefield.....	100
OTTAWA DISTRICT	
4 Bay Patrol Garage, Lancaster.....	100
5 Bay Patrol Garage, Morrisburg.....	70
District Garage.....	5
HUNTSVILLE DISTRICT	
District Garage.....	90
9 Bay Heated Storage.....	95
5 Bay Patrol Garage, Twp. of Dysart.....	90

	Per cent completed March 31, 1957
NORTH BAY DISTRICT	
4 Bay Patrol Garage, Mattawa.....	60
NEW LISKEARD DISTRICT	
5 Bay Patrol Garage, Timmins.....	99
COCHRANE DISTRICT	
9 Bay Heated Storage.....	95
SUDBURY DISTRICT	
Site Plans	
SAULT STE. MARIE DISTRICT	
3 Bay Patrol Garage, Thessalon.....	100
FORT WILLIAM DISTRICT	
5 Bay Patrol Garage, Shabaqua.....	100
3 Bay Patrol Garage, Beardmore.....	95
KENORA DISTRICT	
District Garage.....	70
9 Bay Heated Storage.....	100



Sign on Highway 17, Trans-Canada, leading to Agawa River Bailey Bridge (upper), 92 miles north of Sault Ste. Marie, Blind River District.

PERSONNEL BRANCH

Director of Personnel, J. POGUE

Activities of the Personnel Branch of the Department of Highways, Ontario, for the Fiscal Year April 1st, 1956 to March 31st, 1957, are submitted as follows:

The Personnel Branch administers the selection and engagement of personnel, staff movements, training, organization and classification, personnel records, and provides guidance and advice on all personnel functions. The Personnel Branch consists of the following Sections.

- 1) Recruitment
- 2) Records & Statistics
- 3) Salary and Classification
- 4) Organization and Procedures.

The Personnel Branch moved to new quarters at 85 Eglinton Avenue East, on May 22nd, 1956. The new location offered many advantages including more adequate office space and greatly improved interviewing facilities.

Mr. James Pogue became Director of Personnel on March 1st, 1957, replacing Mr. G. M. Clark.

Employment Section

The Employment Section is responsible for consulting with Branch Heads and District Engineers to ascertain employment requirements, for carrying out recruitment, selection, placement, and transfers.

During the period April 1st, 1956 to March 31st, 1957 there were 4,644 additions to staff. It should be noted that this figure includes a large number of seasonal workers as well as approximately 500 students who were hired for the summer months. Of the 4,644 persons hired, 1,161 were hired by the Personnel Branch, the balance being recruited locally at the District and Regional Offices. The number of employees hired by the Employment Section can be broken down as follows:

Deputy Minister's Branch.....	40
Personnel Branch.....	14
Services Branch.....	323
Planning & Design Branch.....	352
Motor Vehicles Branch.....	167
Municipal Roads Branch.....	7
Chief Engineers Branch.....	140
Financial Comptroller's Branch.....	118

1,161

Over 4000 personal interviews were conducted by the Employment Section during the year.

Due to the shortage of professional engineers in the Department a recruiting team was sent to the United Kingdom. Mr. H. W. Adcock, of the Chief Engineers Branch, Mr. L. Loch, Bridge Design Section and Mr. W. L. Cook, Personnel Branch spent the period from October 8th, 1956 to December 14th, 1956 recruiting in England, Scotland and Ireland. The result of their visit was as follows:

Professional Engineers hired.....	25
Draughtsmen hired.....	15
Engineer's Assistants hired.....	8

The Employment Section advantageously utilized the system of advertising vacancies throughout the Department wherever feasible and the increased use of this medium was conducive to improved morale within the Department.

Records and Statistics Section

The Records & Statistics Section is responsible for the proper documentation, recording and filing of all employee transactions; for ensuring that prescribed procedures are followed in all transactions and for compiling personnel statistics as required.

At the end of the fiscal year the total work force was distributed as follows:

Minister & Deputy Minister.....	138
Financial Comptroller.....	202
Motor Vehicles.....	405
Services.....	1,046
Planning & Design.....	755
Operations.....	8,327
Personnel.....	41
Municipal Roads.....	67
	<hr/>
	10,981

The total work force of 10,981 includes all salaried and hourly-rated employees and the distribution is as follows:

Permanent & Temporary Civil Servants.....	1,936
Casual Staff.....	6,459
Labour — Established.....	387
Unestablished.....	2,199
	<hr/>
	10,981

During the year 20,377 personnel transactions were carried out by the Personnel Branch. These were as follows:

New Appointments.....	4,644
Terminations.....	3,015
Salary & other record changes.....	12,718

During the year the rate of appointments from Casual to Permanent and Temporary Staff was increased with 753 appointments from Casual to Temporary and Permanent Staff being processed.

Salary and Classification Section

This Section is responsible for administering and approving changes in wages, salaries and classifications, and ensuring that equity is preserved between Civil Service Commission policies and those which apply to our own Casual Staff.

During the year this Section made a number of recommendations to the Civil Service Commission for the establishment of new classifications in the Department as well as processing the usual large number of transactions affecting the salaries and classifications of employees.

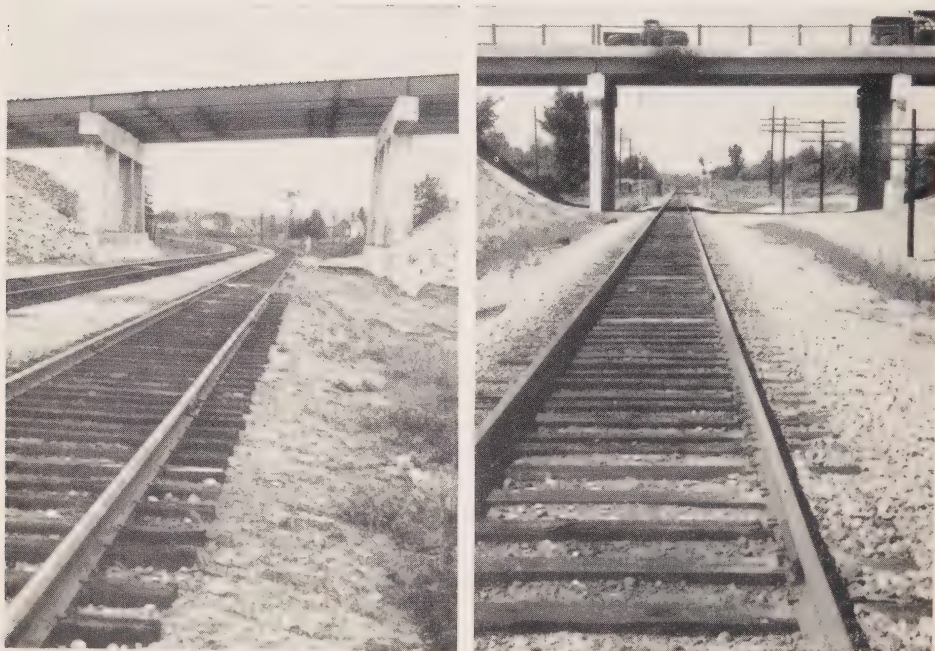
The work of this Section was considerably increased when the general salary revision was implemented in October of 1956. This involved processing

revisions of salary for all employees. Immediately after the completion of this operation, the necessary work connected with the annual increments of salary was carried out and consequently the revisions were included in practically all employee's April pay cheques.

Organization and Procedures Section

This Section is responsible for the development of organization plans for the various Branches, Districts and Sections in the Department; for the preparation of job descriptions and manuals and for rendering advice and assistance to the supervisory staff regarding organization principles and practices.

The Organization and Procedures Section conducted a number of organization surveys of various Sections of the Department (including six additional Districts) and gave advice to Section Heads concerning methods of standardization. This Section also performed considerable work on the preparation of job descriptions and organization charts for the Departmental organization manuals.



C.N.R. Overpass at Novar, Highway 11 (left), and C.P.R. Overpass on Highway 103, Trans-Canada (right), Huntsville District.

REPORT ON MUNICIPAL ROADS—1956**J. V. LUDGATE, P.Eng., *Municipal Engineer***

The function of the Municipal Roads Branch is to administer the provisions of The Highway Improvement Act applying to all public roads other than King's Highways and Secondary Roads. Parts II to VII inclusive, of the Act, R.S.O. 1953, Chapter 166, relate to municipal roads in counties, cities, towns, incorporated townships and villages and also to roads in territory without municipal organization. (In the revised (1957) edition of the Act the listing has been changed to read Parts IV to IX, respectively.) Other merging legislation includes The Municipality of Metropolitan Toronto Act, The Planning and Development Act, The Statute Labour Act and numerous sections of The Municipal Act concerned with public roads.

Of primary interest to municipal councils and their appointed officials is the statutory aid provided in the form of subsidies paid by the Government on the approved annual expenditures incurred in the construction and general upkeep of their roads and bridges.

In order to ensure Provincial subsidy the work is executed in accordance with Provincial regulations. Engineers of the Branch, serving as liaison between the municipalities and the Department, co-operate with councils, commissions and road personnel, providing technical advice, guidance and supervision of the work.

A total of 1,451 municipal and allied units received Departmental subsidies on their 1956 road improvement outlay. The number included one metropolitan municipality, 37 counties, 33 suburban road commissions, 623 incorporated townships (including, for subsidy disbursement, 30 Indian reserves and 21 improvement districts), 29 cities, 8 separated towns, 146 towns, 156 incorporated villages, 171 statute labour boards and 255 unorganized units.

New municipalities becoming eligible for aid in 1956 included Capreol Township and Onaping Improvement District, both in Sudbury District; Elliot Lake Improvement District in Algoma and Deep River Improvement District in Renfrew. In Haliburton, Cardiff Improvement District replaced Cardiff Township. Stoney Creek, in Wentworth, was raised in status from Village to Town.

At the close of 1956 the mileage of roads and streets under the jurisdiction of local governing bodies was as shown below. The 1956 approved expenditure and the Provincial subsidy paid thereon are also stated:

ROAD STATUS	MILEAGE	EXPENDITURE	SUBSIDY
County.....	8,334.80	\$18,271,811.17	\$ 9,736,391.77
County suburban.....	1,049.77	4,360,488.42	2,306,400.55
Metropolitan.....	283.08	14,879,325.75	7,439,662.88
Burlington Beach.....		10,000.00	3,333.33
City.....	3,837.76	16,849,866.30	5,757,316.21
Separated town.....	243.26	511,212.54	170,404.18
Town.....	2,502.71	5,692,503.28	2,955,942.75
Incorporated village.....	1,054.83	1,392,771.31	725,160.45
Incorporated township.....	50,302.97	30,080,387.33	16,908,428.56
Unorganized.....	4,845.88	1,135,781.20	781,647.41
	72,455.06	\$93,184,147.30	\$46,784,688.09



Notable New Municipal Bridges

Above: Bridge over Whiteman Creek on Brant County Road 16, near Burford, Hamilton Municipal Roads District comprising Brant, Haldimand, Lincoln, Welland and Wentworth Counties. Below: Bridge over Gull River at Minden, seat of Haliburton Provisional County, in Huntsville Municipal Roads District, also comprising District of Muskoka and portions of Ontario and Victoria Counties.



In addition to the Provincial subsidies indicated above, Development Road aid in the amount of \$4,732,333.68 was paid out under Department-Municipality agreements on the projects listed in Appendix No. 14 of this report.

METROPOLITAN TORONTO

(Under the Municipality of Metropolitan Toronto Act)

The total approved expenditure by the Council of Metropolitan Toronto in 1956 was \$14,879,325.75 as compared with \$11,063,871.27 in 1955 and \$6,134,960.48 in 1954. Following is a break-down as to construction and maintenance:—

	CONSTRUCTION	MAINTENANCE	TOTAL
Roads (winter control excepted).....	\$ 7,557,172.33	\$2,011,451.90	\$ 9,568,624.23
Bridges and culverts.....	4,074,051.11	279,023.73	4,353,074.84
Winter control.....		957,626.68	957,626.68
TOTAL APPROVED EXPENDITURE....	\$11,631,223.44	\$3,248,102.31	\$14,879,325.75

Metro's road organization laid 28.5 miles of asphaltic concrete pavement, erected 5 steel and 6 concrete bridges, and completed extensive construction work on the Queensway and the extension of Queen Street West. The Lake Shore Expressway and an interchange at Dundas Street and Royal York Road, including an over-pass and subway across the C.P.R., were important items in its extensive program. Many existing pavements and intersections were widened and rebuilt.

COUNTY ROAD SYSTEMS

(Under Part II, The Highway Improvement Act, 1953)

The county road systems of the Province expended over \$14,000,000 on construction in 1956 as compared with less than \$10,000,000 in 1955 and \$8,300,000 in 1954. Maintenance costs at less than \$8,450,000 compared favourably with the previous year's \$9,225,000. Winter control expense held at about the same level as in 1954.

A classified summary of expenditures, compiled from the annual returns, is as follows:—

	CONSTRUCTION	MAINTENANCE	TOTAL
Roads (winter control excepted).....	\$12,050,618.84	\$6,485,343.25	\$18,535,962.09
Bridges and culverts.....	2,088,515.50	333,626.11	2,422,141.61
Winter control.....		1,674,195.89	1,674,195.89
TOTAL APPROVED EXPENDITURE....	\$14,139,134.34	\$8,493,165.25	\$22,632,299.59

From a composite summary of work accomplished, prepared from county engineers' reports, and presented below, it is noted that more than 1,000 miles of county roads were rebuilt, as compared with 537 miles in the previous year.

Construction Items

(1) New or rebuilt gravel or stone surfaces.....	429.9 miles
Low-cost bituminous surfaces.....	365.0 "
Pavements.....	247.9 "
COMPLETED ROAD CONSTRUCTION.....	1,042.8 miles
Graded to standard cross-section.....	516.7 "

Municipal By-Pass Projects



Zone striping on Brampton By-Pass, Peel County Road 16, Municipal Roads District 6:
Halton, Peel, Simcoe and York Counties.



Mount Forest By-Pass, Township of Normanby, Grey County, in Owen Sound Municipal Roads
District 5, also including Bruce and Dufferin Counties.



Springmount-Hepworth Road, one mile north of Shallow Lake, an Owen Sound Suburban Road in Municipal Roads District 5. Mulch surfacing.

(2) Bridges (10-foot span and over); Concrete, 70; Steel, 7; Timber, 2; Total 79.	
Culverts (under 10-foot span); Concrete, 82; Metal Arch, 56; Timber, 9; Total 147.	
Pipe culverts installed.....	1,729

Maintenance Items

(1) Roadside ditching.....	231.0 miles
Bituminous surface treatment.....	467.2 "
Dust prevention with oil.....	346.5 "
Dust prevention with calcium.....	2,992.1 "
Clay gravel stabilization.....	17.5 "
Resurfacing: Pit-run gravel.....	235,489 cu. yds.
Crushed gravel.....	453,154 "
Crushed stone.....	83,712 tons
(2) Snow control: Mechanical equipment operations.....	9,240.7 miles
Snow fence protection.....	1,657.4 "
(3) Weed and brush control: by spraying.....	4,986.4 "
by cutting.....	4,699.7 "
(4) Repaired bridges, 142; repaired culverts, 621.	

Details of county road mileages, types of surfaces, etc., are presented in Appendices 5, 6, 7, and 11 of this report.

SUBURBAN ROADS

(Under Part III, The Highway Improvement Act, 1953)

The mileage of county roads under the management of suburban road commissions increased slightly in Frontenac, Lambton, Ontario, Oxford, Waterloo, Wentworth, and York. Expenditures rose perceptibly in numerous

instances, and more than doubled those of the previous years in the case of London and Toronto and York Commissions. Mileages, expenditures and subsidies for 1956 are listed in the following table:—

COUNTY SUBURBAN EXPENDITURES 1956

COUNTY	SUBURBAN ROAD COMMISSION	MILEAGE	APPROVED EXPENDITURE	GOVERNMENT SUBSIDY
Brant.....	Brantford.....	35.00	\$ 120,732.79	\$ 73,671.48
Carleton.....	Ottawa.....	106.10	436,545.15	232,936.74
Elgin.....	St. Thomas.....	19.80	70,597.11	46,036.43
Essex.....	Riverside.....	1.00	11,830.05	5,915.03
	Windsor.....	41.00	159,965.07	83,528.68
Frontenac.....	Kingston.....	43.60	76,336.33	40,914.13
Grey.....	Owen Sound.....	35.00	36,037.34	18,189.05
Hastings.....	Belleville.....	6.20	12,607.40	6,542.42
Kent.....	Chatham.....	11.46	2,035.48	1,035.31
Lambton.....	Sarnia.....	22.06	138,213.43	69,106.72
Lanark.....	Smiths Falls.....	6.00	9,414.58	4,808.51
Leeds & Grenville.....	Brockville.....	15.60	30,507.36	15,419.19
	Gananoque.....	3.30	11,162.02	5,605.73
	Prescott.....	1.40	4,618.16	2,553.83
	Smiths Falls.....	5.30	8,996.57	4,500.01
Lincoln.....	St. Catharines.....	23.97	95,284.46	48,502.38
Middlesex.....	London.....	64.25	296,211.45	169,076.65
Northumberland and Durham.....	Trenton.....	12.75	14,021.87	7,041.53
Ontario.....	Oshawa.....	19.75	68,811.62	34,646.00
Oxford.....	Ingersoll.....	4.20	3,252.77	1,626.39
	Woodstock.....	11.10	18,940.08	9,509.71
Perth.....	St. Mary's.....	5.00	7,165.41	3,582.71
	Stratford.....	18.55	33,126.42	16,608.95
Peterborough.....	Peterborough.....	70.00	123,495.43	65,500.88
Stormont, Dundas and Glengarry.....	Cornwall.....	28.50	53,366.87	27,127.46
Waterloo.....	Galt.....	22.20	51,862.84	26,126.02
	Kitchener.....	44.40	178,272.10	91,482.15
	Waterloo.....	12.50	26,382.57	13,278.09
Welland.....	Niagara Falls.....	19.05	47,152.98	23,727.81
	Welland.....	15.00	44,748.68	22,808.96
Wellington.....	Guelph.....	38.50	44,833.12	22,466.55
Wentworth.....	Hamilton.....	105.00	589,033.68	304,645.65
York.....	Toronto and York..	182.23	1,534,927.23	807,879.40
TOTALS.....		1,049.77	\$4,360,488.42	\$2,306,400.55

COUNTY REBATES TO URBAN MUNICIPALITIES

The contribution which a county is required to repay to an urban municipality toward the improvement and upkeep of streets other than county road extensions or connecting links, is limited by statute to a minimum of 25 per cent of the amount levied upon that municipality for county road purposes. Many counties, realizing the difficulties their towns and villages were experiencing in serviceably maintaining their lesser important streets, have co-operated with the urban authorities by increasing the percentage of rebate.

In 1956, Ontario and Perth Counties (as in 1955) rebated 50% of the county road levy to all urban municipalities; Halton and Huron 40%; Elgin and Norfolk, 35%; Haldimand and Simcoe, 30%.

Certain urban centres benefitted from specific (not general) increases in the amount of their rebate:—

Paris received 50% from Brant; Orangeville, 35% from Dufferin; Bancroft, 50% from Hastings; Merrickville, Westport and Athens, 35%, and Kemptville, Newboro and Cardinal, 50%, from Leeds and Grenville; Bath, 50% from Lennox and Addington; Port Credit, 35% from Peel; Wellington, 27% from Prince Edward; Barrie and Orillia, 50%, Collingwood and Midland, 40%, from Simcoe; Lindsay 35% from Victoria; Port Colborne, Chippawa, Crystal Beach and Fonthill, 40%, Thorold, 35%, from Welland; (Fort Erie exempt under a construction agreement).

Renfrew rebated 37½% to all urban municipalities except Barry's Bay, Chalk River and Killaloe Station, these being exempt from county road levy.

ROADS IN INCORPORATED TOWNSHIPS

(Under Part IV, The Highway Improvement Act, 1953)

In the 623 organized townships of Ontario, (including, for subsidy purposes, 21 improvement districts and 30 Indian reserves) road expenditures in 1956 amounted to more than \$30,000,000, an increase of 10% over the previous year. General maintenance costs and investment in new bridges remained fairly constant when compared with those of recent years. The impetus to road re-construction, referred to in the Annual Report for 1955, is indicated in the increase of outlay by the township authorities. The 1956 expenditure on road construction amounted to \$10,352,547.22 as against \$5,187,142.93 in 1955 and \$3,595,178.39 in 1954. The commendable effort that Councils are exerting to replace inadequate bases and to provide more durable wearing surfaces is being reflected already, despite increased vehicle registration and increased winter control expenditures, in a noticeable decrease in general maintenance expense. The cost of road upkeep, at \$12,422,251.86 in 1956, is the lowest recorded in the past four years.

A summary of construction and maintenance expenditures for 1956 is as follows:—

	CONSTRUCTION	MAINTENANCE	TOTAL
Roads (winter control excepted).....	\$10,352,547.22	\$12,422,251.86	\$22,774,799.08
Bridges and culverts.....	3,552,635.02	750,242.74	4,302,877.76
Winter control.....		3,002,710.49	3,002,710.49
TOTAL APPROVED EXPENDITURE.....	\$13,905,182.24	\$16,175,205.09	\$30,080,387.33

The work accomplished by the township organizations and resulting in the above outlay is summarized below:—

Construction Items

(1) New or rebuilt gravel and stone surfaces.....	379.7 miles
Low-cost bituminous surfaces.....	172.1 "
Pavements.....	84.7 "
COMPLETED ROAD CONSTRUCTION.....	636.5 miles
Graded to standard cross-section.....	1,160.6 "
(2) Bridges (10-foot span and over); Concrete, 171; Steel, 36; Timber, 65; Total 272.	
Culverts (under 10-foot span); Concrete, 399; Metal Arch, 420; Timber, 169; Total 988.	
Pipe culverts installed.....	6,813

County Road Improvement



Base preparation near Bloomingdale on Waterloo County Road 25,
Stratford Municipal Roads District 3.



Grading in progress on Renfrew County Road 8, two miles west of Cobden,
Bancroft Municipal Roads District 10.

Maintenance Items

(1) Roadside ditching.....	1,569.5 miles
Bituminous surface treatment.....	525.7 "
Dust prevention with oil.....	1,389.5 "
Dust prevention with calcium.....	4,394.8 "
Clay gravel stabilization.....	121.0 "
Resurfacing: Pit-run gravel.....	1,150,980 cu. yds.
Crushed gravel.....	1,814,140 " "
Crushed stone.....	626,670 tons
(2) Snow control: Mechanical equipment operations.....	41,830.7 miles
Snow fence protection.....	3,200.5 "
(3) Weed and brush control: by spraying.....	12,634.6 "
by cutting.....	13,074.6 "
(4) Repaired bridges, 881; repaired culverts, 5,313.	

ROADS IN TERRITORY WITHOUT MUNICIPAL ORGANIZATION

(Under Part V, The Highway Improvement Act, 1953)

Statute labour boards functioning in 171 townships of Northern Ontario, and groups of settlers in 255 localities where such boards do not exist owing, chiefly, to insufficient population, were aided by grants toward road improvement to the amount of \$781,647.41 in 1956. As indicated in the following table the Department aided efforts to the extent of 69% of the value of the work performed. In all 531 projects were proceeded with in this manner.

SUMMARY OF UNINCORPORATED MUNICIPALITIES EXPENDITURES IN THE FISCAL YEAR 1956-57

MUNICIPAL DISTRICT	Value of Statute Labour or Other Work Performed	Direct Expenditure on Roads by Department	Total Value of Work Performed	Percentage of Aid by Department
10 — Nipissing.....	\$ 2,288.18	\$ 4,249.16	\$ 6,537.34	.65
11 — Muskoka.....	7,240.42	7,360.35	14,600.77	.50
12 — Parry Sound.....	45,599.75	130,328.01	175,927.76	.74
13 — Nipissing.....	32,668.78	61,210.42	93,879.20	.65
14 — Temiskaming and Cochrane South.....	37,776.37	132,001.43	169,777.80	.78
16 — Cochrane North.....	50,376.01	121,416.75	171,792.76	.71
17 — Sudbury.....	46,700.64	46,679.11	93,379.75	.50
18 — Algoma.....	41,084.72	64,088.68	105,173.40	.61
19 — Thunder Bay.....	35,911.88	98,814.26	134,726.14	.73
20 — Kenora and Rainy River....	54,487.04	115,973.76	170,460.80	.68
	\$354,133.79	\$782,121.93	\$1,136,255.72	.69
Less District No. 16 accounts receivable.....		—474.52	—474.52	
TOTALS.....	\$354,133.79	\$781,647.41	\$1,135,781.20	

The 1956 road improvement activities throughout these otherwise unorganized townships is summarized as follows:

Construction Items

Clearing and grubbing.....	128.3 miles
Grade construction.....	51.7 "
Gravel and stone surfacing.....	431.9 "
Bridges (under 10-foot span and over); Timber, 17; Steel, 1; Total 18.	
Culverts (under 10-foot span); Timber, 160; Total 160.	
Pipe culverts installed.....	662

Serving Rural Traffic Needs



Crystal Falls Bridge over Sturgeon River, Field Township, Nipissing District, served by North Bay Municipal Roads District 13.



Bridge over Napanee River at Strathcona in Camden East Township, Lennox and Addington County, served by Kingston Municipal Roads District 8, also including Frontenac, Hastings, and Leeds and Grenville Counties.



Cenotaph Bridge over Maitland River at Listowel, Perth County, in Stratford Municipal Roads District 3, which also includes Huron, Wellington and Waterloo Counties.

Maintenance Items

Roadside ditching.....	299.3 miles
Brush and weed cutting.....	551.2 "
Snow control: Mechanical equipment operation.....	733.8 "
Snow fence protection.....	141.2 "
Pit-gravel applied.....	302,810 cu. yds.
Crushed gravel and stone applied.....	6,390 "
Clay or sand applied.....	32,335 "
Bridges repaired.....	240 "
Culverts repaired.....	1,209 "

DEVELOPMENT ROADS

(Under Part VI, The Highway Improvement Act 1953)

Special aid totalling \$4,732,333.68 was dispensed by the Department, during the past fiscal year, toward the construction of certain rural roads designated by the Minister and placed under Department-Municipality agreements for the period required for their improvement. Work was carried out on 193 projects totalling 936.8 miles. Of these only 61 (291.1 miles) were completed, operations having been curtailed by the adverse weather conditions which prevailed during most of the working season. New designations during 1956 totalled 54.

The table appearing in Appendix No. 14 lists the projects under way in 1956, together with their locations, mileages and the disbursements incurred.

URBAN ROADS AND STREETS

(Under Part VII, The Highway Improvement Act 1953)

Expenditures upon which Departmental subsidies were paid to city, town and incorporated village organizations totalled \$24,456,353.43 in 1956, as compared with \$21,703,070.95 in 1955 and \$18,223,848.41 in 1954. These amounts are exclusive of Metropolitan Toronto's expenditures which are shown on page 167 of this report.

Subjected to our usual classification the distribution of expenditure by urban municipalities is prescribed here:—

	CONSTRUCTION	MAINTENANCE	TOTAL
Roads and streets (winter control excepted).....	\$11,419,955.58	\$ 7,766,510.38	\$19,186,465.96
Bridges and culverts.....	1,092,834.57	468,009.71	1,560,844.28
Winter control.....		3,709,043.19	3,709,043.19
TOTAL APPROVED EXPENDITURE.....	\$12,512,790.15	\$11,943,563.28	\$24,456,353.43

Compared with the previous year the expenditures on street construction increased by more than \$3,000,000 while bridge construction outlay was some \$750,000 less than in 1955.

The mileage of urban road and street surfaces, listed as to the counties and districts in which the municipalities are situate is given in Appendix 2. Appendix 12 summarizes the expenditures and the Departmental subsidies paid, to cities, towns and villages in the respective municipal road districts of the Province.

1956 MUNICIPAL ROAD IMPROVEMENTS

The following pages present, in highly condensed form, a portrayal of the construction and maintenance activities, together with purchases of equipment, right-of-way and gravel deposits, pertaining to each county and to the townships within each municipal district. Similar data respecting urban operations have been included in many instances.

DISTRICT 1—(3 counties, 39 townships, 36 urban municipalities)

Essex—Construction: 3.5 miles hot-mix, 4.8 miles mulch, 50.5 miles stabilized base; 4 metal arch and 159 pipe culverts; 960 l.f. guide rail.

Maintenance: 32 miles ditching, 115 miles calcium dust laying; 2 miles snow fence; 261 miles weed spraying; 3 bridges, 80 culverts repaired.

Purchases: 3 trucks, front-end loader.

Kent—Construction: 17.0 miles hot-mix, 12 miles stabilized base, 25,000 ft. underdrainage; 1 metal arch and 60 pipe culverts.

Maintenance: 42 miles bituminous patching, 3 miles calcium dust laying, 5 miles weed spraying, 352 miles weed cutting and brushing; 14,000 c.y. pit run gravel; 6 bridges, 5 culverts repaired.

Purchases: Bulldozer, 7 acres land, 4.0 acres gravel pit.

Lambton—Construction: 12 miles hot-mix, 20 miles new grade using 171,400 c.y. pit run gravel, 7,960 tons cr. stone; 150 ft. underdrainage; 16 pipe culverts.

Maintenance: 12 miles bituminous treatment, 14 miles calcium dust laying; 237 miles weed spraying, 4 miles brush cutting; 5,000 c.y. pit run gravel, 6,100 tons cr. stone; 6 bridges, 21 culverts repaired.

Purchases: Truck.

Townships—Construction: 14.2 miles hot-mix, 2 miles mulch, 28.5 miles new grade using 4,180 c.y. pit run, 8,442 c.y. cr. gravel, 7,634 tons cr. stone; 24,274 ft. underdrainage; 24 bridges, 25 culverts, 400 pipe culverts.

Maintenance: 64.9 miles bituminous treatment, 75 miles oil and 545 miles calcium dust laying; 2,337 miles weed spraying, 1,624 miles weed and brush cutting; 136,314 c.y. pit run, 36,487 c.y. cr. gravel and 120,900 tons cr. stone; 52 bridges, 303 culverts repaired.

Purchases: Grader, 6 trucks, 3 power mowers, 2 snow plows, 2 front-end loaders, weed sprayer, sander, air compressor, sweeper, ditching machine; 5.67 acres land, 8.5 acres gravel deposits.

Urban Municipalities—Construction: 1.1 miles cement concrete, 16.9 miles hot-mix, 0.8 miles new streets; 4.7 miles street widened; 10.5 miles base construction, 10.5 miles new curb and gutter; 1 culvert, 6 pipe culverts.

Maintenance: 6.4 miles asphalt resurfacing, 26.2 miles bituminous surface treatment, 18.5 miles oil and 14.6 miles calcium dust laying, bridge repaired.

DISTRICT 2—(4 counties, 43 townships, 28 urban municipalities)

Elgin—Construction: 12.6 miles mulch, 12 miles new grade using 66,000 c.y. pit run, 15,000 c.y. gravel, 14,000 tons cr. stone, 1,600 l.f. guide rail, 4 reinforced concrete bridges, 1 pipe arch, 3 concrete and 83 metal pipe culverts, 400 l.f. curb and gutter, 1,720 l.f. urban asphalt pavement; $\frac{3}{4}$ mile underdrainage and 10 miles stabilized base.

Maintenance: 30.0 miles bituminous treatment, 6 miles calcium, clay and gravel stabilization, 40 miles calcium dust laying, 8,000 c.y. pit-run, 15,000 c.y. cr. gravel and 800 tons cr. stone, 50 miles weed spraying, 7 bridges and 4 culverts repaired.

Purchases: Tank-car heater, truck, grader and 5.89 acres land.

Middlesex—Construction: 22.0 miles mulch, 28 miles mixed macadam, 26.0 miles new grades, using 152,000 c.y. pit-run gravel, 6,000 c.y. cr. gravel, 5 concrete bridges, 9 concrete and 212 metal culverts.

Maintenance: 14.6 miles bituminous treatment, 8.6 miles oil and 72 miles calcium dust laying, 11,000 c.y. pit-run, 28,500 c.y. cr. gravel, 8 bridges repaired.

Purchases: Car, 2 maintenance kettles, snow plow, 7 trucks, trailer, scales; equipment building and 130.3 acres land.

Norfolk—Construction: 5.25 miles mulch, 7 miles new grade using 32,000 tons cr. gravel and 3,200 tons stone, 4 bridges, 15 metal pipe culverts, and 620 l.f. underdrainage.

Maintenance: 14.9 miles bituminous treatment, 3 miles oil dust laying, 500 c.y. cr. gravel and 470 c.y. cr. stone. 220 miles weed spraying, 9 bridges and 7 culverts repaired.



**Grading on Herman-New Carlow Road, Carlow Township, Hastings County,
in Bancroft Municipal Roads District 10.**

Purchases: 3 tractor and shovel loaders, trailer and float, truck, truck chassis, bulldozer, asphalt distributor, sand spreader, 4 acres land.

Oxford—Construction: 3 miles mulch, 13.3 miles new grade using 22,000 c.y. pit-run, 13,000 c.y. cr. gravel, and 1,000 tons cr. stone; concrete bridge, 4 concrete and 15 metal pipe culverts, 1,100 l.f. guide rail and 15,000 l.f. underdrainage.

Maintenance: 23.6 miles bituminous treatment, 133 miles calcium dust laying, 20,800 c.y. cr. gravel, 13,200 tons cr. stone, 215 miles weed spraying; 39 culverts repaired.

Purchases: Roller, 4 trucks, maintenance kettle, 2.60 acres land.

Townships—Construction: $5\frac{1}{4}$ miles mixed macadam, $13\frac{7}{8}$ miles mulch, 98 miles new grade, using 74,000 c.y. pit-run, 71,000 c.y. cr. gravel, 5,400 tons cr. stone; $2\frac{1}{2}$ miles clay and gravel stabilized base, 19,000 l.f. underdrainage, 2,400 l.f. guide rail, 1 steel and 16 concrete bridges, 1 timber, 11 metal arch, 15 concrete and 406 pipe culverts.

Maintenance: 13 miles bituminous treatment, 122 miles oil and 420 miles calcium dust laying, 1,470 miles weed spraying; 125,400 c.y. pit-run, 215,000 c.y. cr. gravel, 21,900 tons cr. stone, 42 bridges and 221 culverts repaired.

Purchases: 12 trucks, weed sprayer, sand hopper and spreader, float, 3 graders, 2 snow plows and wings, 2 tractors and mowers, 18.7 acres land and 30 acres gravel pits.

Urban Municipalities: Three cities and one separated town carried out street repairs and widening to improve traffic flow. 7 towns and 7 villages completed some mulch or mixed macadam paving and other street improvements, and one village constructed a new reinforced concrete bridge.

DISTRICT 3—(4 counties, 44 townships, 32 urban municipalities)

Huron—Construction: 9 miles mulch, 6.5 miles new grade using 50,000 c.y. pit-run and 200,00 c.y. cr. gravel; 5 concrete bridges, 1 concrete and 15 metal culverts.

Maintenance: 4 miles bituminous treatment, 175 miles calcium dust laying; 400 miles brush and weed cutting.

Purchases: 7 trucks, crawler-tractor, 2 tar kettles, tractor with loader, concrete mixer, car, 30 acres land.

Perth—Construction: 2 miles hot-mix, 2 miles mulch, 12.7 miles new grade using 25,000 c.y. cr. gravel; 2 concrete bridges, 1 concrete and 42 metal culverts.

Maintenance: 15 miles bituminous treatment, 184 miles calcium dust laying; 35,000 c.y. cr. gravel; 5 bridges repaired.

Purchases: grader, truck.

Waterloo—Construction: 13.7 miles double surface treatment, 11.7 miles new grade using 11,600 c.y. pit-run and 80,400 c.y. cr. gravel; 3 bridges, 2 concrete and 78 metal culverts; Blair bridge (450 foot span) partially completed.

Maintenance: 93 miles calcium dust laying; bridge and 2 culverts repaired.

Purchases: 98.6 acres land.

Wellington—Construction: 18 miles hot-mix, 14.5 miles mulch; 13 concrete bridges, 4 concrete and 31 pipe culverts.

Maintenance: 42 miles bituminous treatment, 25.5 miles calcium dust laying; 16 miles ditching; 78,000 c.y. cr. gravel.

Townships—Construction: 2.1 miles hot-mix, 3 miles mulch, 258.5 miles grade reconstruction using 103,000 c.y. pit-run and 130,200 c.y. cr. gravel; 38 concrete bridges, 59 concrete, 25 metal arch and 563 pipe culverts.

Maintenance: 814 miles calcium dust laying, 57.4 miles ditching; 16,600 c.y. pit-run, 418,600 c.y. cr. gravel and 15,150 c.y. cr. stone; 54 bridges and 290 culverts repaired.

Purchases: 4 tractors, 4 trucks, 6 graders with plow and wing, mower, sander, tractor-loader, 2 sprayers and 14.88 acres land.

Urban Municipalities—Construction: 23.6 miles hot-mix; 11.25 miles grade reconstruction; 30,450 l.f. curb and gutter; 990 catch basins; 2 bridges.

Maintenance: 60.25 miles bituminous treatment.

DISTRICT 4—(5 counties, 39 townships, 2 Indian reserves, 25 urban municipalities)

Brant—Construction: 6 miles double surface treatment, 4 concrete bridges, 50 pipe culverts.

Maintenance: 45 miles dust laying, 135 miles snow plowed, 3 bridges repaired.

Haldimand—Construction: 8.59 miles heavy stone base, 4.69 miles double surface treatment 1 concrete bridge, 2 concrete and 27 pipe culverts.

Maintenance: 13.57 miles surface treatment, 18 miles dust laying, 165 miles snow plowed, 5,189 tons cr. stone; 2 bridges repaired.

Purchases: Tractor with bulldozer, concrete mixer, rubber tired tractor with rotary broom, 2.09 acres land.

Lincoln—Construction: 3 miles heavy base with penetration surface, 3 concrete bridges, 8 concrete, 2 metal arch and 6 pipe culverts.

Maintenance: 34.2 miles surface treatment, 200 miles snow plowed; 10,053 tons cr. stone; 6 culverts repaired.

Purchases: 7 trucks, distributor, grader, 20 acres land.

Welland—Construction: 3.30 miles hot-mix asphalt, 9.50 miles double surface treatment; 44 concrete, 10 metal arch and 31 pipe culverts.

Maintenance: 2 miles surface treatment, 10 miles dust laying, 170 miles snow plowed, 2 bridges and 21 culverts repaired.

Purchases: Roller, 3 dump trucks, sand spreader, tractor mower, tractor, loader and back-hoe.

Wentworth—Construction: 69.30 miles light base with double surface treatment; 16 pipe culverts.

Maintenance: 6.5 miles dust laying, 184.4 miles snow plowed, 8,662 tons cr. stone.

Purchases: Gradall, 4 trucks, car, snow plow, 2 sand spreaders, 10 traffic counters.

Townships—Construction: 2.08 miles hot-mix, 59,355 miles double surface treatment, 27 bridges (23 concrete and 4 steel) 144 culverts (32 concrete, 111 metal arch, and 1 timber), 1,653 pipe culverts.

Maintenance: 60.25 miles surface treatment, 377.8 miles oil and 453.5 miles calcium dust laying, 3,207.5 miles snow plowed, 35 bridges and 365 culverts repaired.

Purchases: 16 trucks, 8 graders, 5 tractors, plow and wing, 5 loaders, mower, tractor mower, 2 sand spreaders, 2 weed sprayers, back-hoe, 2 hydraulic pumps, air compressor and jackhammer, 4,592 acres land and gravel pit.

Urban Municipalities—Caledonia completed curb, gutter, and hot-mix on main street. Thorold and Merriton continued heavy base reconstruction. Hamilton initiated major sheet asphalt resurfacing programme.



Base preparation for Mulch surfacing, Nipissing Township, Parry Sound District,
Municipal Roads District 12.

DISTRICT 5—(3 counties, 38 townships, 2 Indian reserves, 29 urban municipalities)

Bruce—Construction: 12.2 miles mulch, 5 miles new grade using 45,750 c.y. pit-run and 18,750 c.y. crushed gravel; 2 concrete bridges, 5 metal arch, 3 concrete and 23 metal culverts.
Maintenance: 10.25 miles bituminous treatment, 150 miles calcium dust laying; 125 miles weed spraying; 38,000 c.y. cr. gravel; 5 bridges and 6 culverts repaired.

Purchases: Grader, power saw, machinery shed; 27 acres.

Dufferin—Construction: 7 miles stabilized base, 13.25 miles new grade; 1 bridge, 5 metal arch and 14 metal culverts.

Maintenance: 1 mile bituminous treatment, 46 miles calcium dust laying; 3,000 c.y. cr. gravel.

Purchases: Grader, truck, 7 acres.

Grey—Construction: 2 miles mulch, 12 miles new grade using 78,000 c.y. pit-run and 10,900 c.y. cr. gravel; 97 metal culverts.

Maintenance: 11.5 miles bituminous treatment, 43.7 miles oil and 170 miles calcium dust laying; 110 miles weed spraying; 37,800 c.y. cr. gravel; 2 bridges and 35 culverts repaired.

Purchases: 2.5 acres.

Townships—Construction: 165.37 miles new grade using 112,700 c.y. pit-run, 107,000 c.y. cr. gravel and 19,000 c.y. cr. stone; 6 timber, 12 concrete and 1 steel bridge; 74 concrete, 2 timber, 29 metal arch and 695 pipe culverts.

Maintenance: 3.25 miles bituminous treatment, 6 miles oil and 305 miles calcium dust laying; 90 miles roadside ditching; 1,052 miles weed spraying; 34,400 c.y. pit-run and 294,000 c.y. cr. gravel; 53 bridges and 221 culverts repaired.

Purchases: 8 graders, truck, scraper; 3 acres gravel pits and 12 acres land.

Urban Municipalities—Construction: 0.75 miles cement concrete, 9.4 miles mulch, 18.5 miles new grade using 4,200 c.y. pit-run and 7,500 c.y. crushed gravel; 2 metal arch and 28 pipe culverts.

Maintenance: 30 miles bituminous treatment, 55 miles oil and 50 miles calcium dust laying; 12 miles weed spraying; 2,500 c.y. pit-run, 16,800 c.y. cr. gravel and 900 c.y. cr. stone; 9 bridges and 114 culverts repaired.

DISTRICT 6—(4 counties, 33 townships, 1 Indian reserve, 33 urban municipalities)

Halton—Construction: 10 miles hot-mix, 11 miles mulch, (53,000 c.y. granular base, 10,200 c.y. cr. gravel); 2 concrete bridges, 34 pipe culverts.

Maintenance: 3 miles bituminous treatment, 70 miles calcium dust laying; 4 miles ditching; 33,000 c.y. cr. gravel; 4 bridges and 10 culverts repaired.

Purchases: 3 trucks, steel storage building, 1.8 acres land.

Peel—Construction: 3.5 miles hot-mix, 5.2 miles stabilized base, 1.5 miles new grade, (6,800 c.y. granular base, 8,200 c.y. cr. gravel, 800 tons cr. stone); 800 l.f. guide rail; 900 l.f. underdrainage; 3 concrete bridges, 1 metal arch and 92 pipe culverts.

Maintenance: 32 miles oil and 49 miles calcium dust laying; 1.5 miles ditching; 1,300 c.y. pit-run and 9,800 c.y. cr. gravel; 7 bridges repaired.

Purchases: Grader, car, 20 acres land.

Simcoe—Construction: 5.1 miles hot-mix, 3 miles mulch, 1.8 miles new grade (38,400 c.y. granular base, 19,500 c.y. cr. gravel); 1,100 l.f. guide rail; 310 rods fencing; 2 concrete bridges, 25 pipe culverts.

Maintenance: 14.5 miles bituminous treatment; 68.3 miles oil and 130 miles calcium dust laying; 52 miles ditching; 9,500 c.y. pit-run, 14,450 c.y. cr. gravel, 900 tons cr. stone, 1 bridge and 32 culverts repaired.

Purchases: 2 trucks, 2 sand spreaders, 1 weed sprayer, 1.83 acres land.

York—Construction: 22 miles hot-mix, 13.5 miles mulch, 28.5 miles new grade using 230,000 c.y. granular base, 28,000 c.y. cr. gravel; 6,400 l.f. guide rail; 6,500 l.f. underdrainage; 8,000 rods fencing; 1 concrete, 1 timber bridge, 138 pipe culverts.

Maintenance: 36 miles calcium dust laying, 20 miles ditching; 12,400 c.y. pit-run, 2,800 c.y. cr. gravel, 2,600 tons cr. stone; 1 bridge and 40 culverts repaired.

Purchases: 8 trucks, grader, station wagon, 74 acres land.

Townships—Construction: 6.85 miles hot-mix, 36.6 miles mulch, 23.9 miles stabilized base (150,900 c.y. granular base, 116,160 c.y. cr. gravel, 112,500 tons cr. stone), 86,000 sq. yds. sodding; 4,280 l.f. guide rail; 2,000 l.f. underdrainage; 1,900 rods fencing; 4 timber, 6 steel and 33 concrete bridges; 4 timber, 65 metal arch, 5 concrete and 494 pipe culverts.

Maintenance: 43 miles bituminous treatment, 127.5 miles oil and 485 miles calcium dust laying; 100.5 miles ditching; 55,750 c.y. pit-run, 268,400 c.y. cr. gravel, 30,000 tons cr. stone; 50 bridges, 301 culverts repaired.

Purchases: 8 graders, 10 trucks, 7 sand spreaders, distributor, 2 tractors, 3 plows, station wagon, 4 garage buildings.

DISTRICT 7—(3 county units, 34 township units, 2 Indian reserves, 17 urban municipalities)

Northumberland and Durham—Construction: 3.7 miles hot-mix, 8.5 miles mulch, 12.5 miles new grade using 52,000 c.y. pit-run and 26,000 c.y. gravel, 1.5 miles stabilized base; 1 concrete bridge, 3 concrete and 79 metal culverts.

Maintenance: 23.3 miles bituminous treatment, 176.5 miles calcium dust laying; 310 miles weed cutting; 3,100 c.y. gravel; 3 bridges and 3 culverts repaired.

Purchases: Grader, mixer, compressor, trailer, 5 sanders, 41.45 acres.

Peterborough—Construction: 6.3 miles hot-mix, 4.5 miles mulch, 17.25 miles new grade using 11,700 c.y. pit-run and 15,280 c.y. cr. gravel; 1 steel and 3 concrete bridges.

Maintenance: 11 miles bituminous treatment, 31 miles oil and 125 miles calcium dust laying; 85 miles weed spraying; 5,800 c.y. pit-run and 5,300 c.y. cr. gravel; 11 bridges repaired.

Purchases: Crushing plant, power shovel, grader, gravel pit.

Prince Edward—Construction: 13.5 miles hot-mix, 46 metal culverts.

Maintenance: 14 miles bituminous treatment, 25 miles oil and 42 miles calcium dust laying; 6.5 miles weed spraying; 2,000 c.y. pit-run and 7,000 c.y. cr. gravel; 12 culverts repaired.

Purchases: Grader, dump truck, 2 sanders, snow plow and wing.

Townships—Construction: 9.2 miles hot-mix, 12.3 miles mulch, 147 miles new grade using 127,000 c.y. pit-run, 78,250 c.y. cr. gravel and 4,500 c.y. cr. stone; 20 bridges (11 timber, 1 steel, 8 concrete), 84 culverts (2 timber, 34 concrete, 48 metal arch) and 523 pipe culverts.

Maintenance: 11 miles bituminous treatment, 13.5 miles oil and 98 miles calcium dust laying; 12 miles stabilization; 375 miles weed spraying; 69,000 c.y. pit-run and 64,400 c.y. cr. gravel; 54 bridges and 324 culverts repaired.

Purchases: 1 stone quarry; 3.5 acres land.

DISTRICT 8—(4 county units, 42 township units, 1 Indian reserve, 18 urban municipalities)

Frontenac—Construction: 1 mile mulch, 3 miles light bituminous surface, 11 miles new grade using 14,094 c.y. cr. stone; 1 concrete bridge, 2 concrete, 2 timber and 44 metal culverts.
Maintenance: 10.4 miles bituminous treatment, 11.3 miles prime, 22 miles weed and brush spraying, 7,060 c.y. cr. stone, 48 culverts repaired.

Purchases: Sander, 21.8 acres land.

Hastings—Construction: 0.5 miles double surface treatment, 2.1 miles new grade using 1,200 c.y. cr. gravel, 400 c.y. cr. stone; 1,665 rods new fencing; 500 l.f. guide rail, 53 metal culverts.

Maintenance: 25 miles bituminous treatment, 33 miles prime, 122 miles calcium dust laying; 67 miles weed spraying; 1,281 c.y. pit-run, 15,175 c.y. cr. gravel and 3,423 c.y. cr. stone; 12 bridges and 25 culverts repaired.

Purchases: Power steering for motor grader, 2 sanders, 68.7 acres land.

Leeds and Grenville—Construction: 7.6 miles new grade using 5,705 c.y. cr. gravel and 1,216 c.y. cr. stone, 3,900 l.f. guide rail, 540 l.f. underdrainage, 3,062 rods fencing, 16 metal culverts.

Maintenance: 39.3 miles bituminous treatment, 4 miles prime, 98 miles calcium dust laying; resurfaced 1.4 miles pavement; 161 miles weed spraying, 3,719 c.y. cr. gravel, 1,727 c.y. cr. stone, 4 bridges and 42 culverts repaired.

Purchases: 2 trucks, 20.35 acres land.

Lennox and Addington—Construction: 6 miles new grade using 95,000 c.y. pit-run, 8,000 c.y. cr. gravel, 10,000 c.y. cr. stone; 75,000 sq. yds. seeding; 500 l.f. guide rail; 1,200 rods fencing; 75 metal pipe culverts, 1 metal arch.

Maintenance: 60 miles bituminous surface treatment, 5 miles calcium dust laying; 3 miles ditching; 50 miles weed spraying; 7,000 c.y. cr. stone.

Purchases: Overhead loader, tandem float, truck, rubber tired roller, brush saw, 5 acres land.

Townships—Construction: 1.85 miles mulch pavement, 40.3 miles new grade using 26,438 c.y. pit-run, 11,233 c.y. cr. gravel and 2,567 c.y. cr. stone; 280 l.f. guide rail; 2,815 rods fencing; 2 concrete bridges, 7 timber, 9 concrete, 5 metal arch and 272 pipe culverts.

Maintenance: 8 miles bituminous treatment, 12.5 miles oil and 249 miles calcium dust laying; 83,052 c.y. pit-run, 72,252 c.y. cr. gravel, 67,981 c.y. cr. stone, 38 bridges and 513 culverts repaired.

Purchases: 5 trucks, 3 graders, snow plow and wing, weed sprayer, brush saw and one power unit for ferry; 28.89 acres land.

DISTRICT 9—(4 county units, 47 townships, 23 urban municipalities)

Carleton—Construction: 55 miles hot-mix, 60 miles new grade using 260,600 c.y. pit-run gravel and 78,900 c.y. cr. gravel; 500 l.f. guide rail, 3 steel bridges, 2 pipe arch and 1 concrete culvert; 70 pipe culverts and 1,400 l.f. underdrainage.

Maintenance: 13 miles bituminous treatment, 54 miles calcium dust laying; 171 miles weed spraying, 56,000 c.y. pit-run, 10,200 c.y. cr. gravel, 1,077 c.y. bituminous patching; 4 bridges and 31 culverts repaired.

Purchases: 4 trucks, tractor mower, roller, 5.07 acres land.

Lanark—Construction: 3.5 miles mulch, 3 miles new grade using 10,500 c.y. pit-run, 19,100 c.y. cr. gravel; 500 l.f. guide rail; 1 bridge, 65 pipe culverts.

Maintenance: 9 miles bituminous treatment, 114 miles calcium dust laying; 7 miles ditching, 150 miles weed spraying; 8 miles brush cutting, 6,100 c.y. pit-run, 2,400 c.y. cr. gravel; 2 bridges repaired.

Purchases: Truck, car, culvert cleaner, welder, 32.4 acres land.

Prescott and Russell—Construction: 2.75 miles hot-mix, 6.5 miles mulch, 5.5 miles new grade using 12,000 c.y. pit-run, 22,000 c.y. cr. gravel, 11,700 tons stone; 1 concrete bridge, 1 concrete culvert and 20 pipe culverts.

Maintenance: 100 miles calcium dust layer, 2 miles ditching, 305 miles weed spraying, 2 miles brush cutting, 20,000 c.y. cr. gravel and 10,000 tons cr. stone, 5 bridges and 3 culverts repaired.

Purchases: Grader, truck.

Stormont, Dundas and Glengarry—Construction: 19.5 miles mulch, 10 miles new grade using 32,800 c.y. pit-run, 15,600 c.y. cr. gravel and 2,300 c.y. cr. stone; 3 concrete bridges, 7 concrete culverts, 18 pipe culverts.

Maintenance: 100 miles calcium dust laying, 215 miles weed spraying, 17,700 c.y. pit-run, 13,600 c.y. cr. gravel.

Purchases: 2 trucks, 61.2 acres land.



Bailey Bridge from Department's war-surplus stock meets emergency on Phelps Township Road in North Bay Municipal Roads District.

Townships—Construction: 7.75 miles hot-mix, 0.2 miles mulch, 91.5 miles new grade using 303,900 c.y. pit-run, 156,000 c.y. cr. gravel and 10,450 c.y. cr. stone; 10 timber, 16 steel, 14 concrete bridges, 10 timber, 18 arch, 71 concrete and 507 pipe culverts.

Maintenance: 2 miles bituminous treatment, 18 miles prime, 582 miles calcium dust laying, 885 miles weed spraying, 473 miles brush cutting; 77,900 c.y. pit-run, 161,800 c.y. cr. gravel, 6,100 c.y. cr. stone; 88 bridges and 336 culverts repaired.

Purchases: 4 graders, 8 trucks, mower, sprayer, 37.75 acres land.

DISTRICT 10—(1 county, 40 township units, 12 urban municipalities, 3 statute labour boards, 2 unorganized units)

Renfrew—Construction: 28.7 miles hot-mix, 27 miles stabilized base, 1.6 miles new grade; 6,300 l.f. guide rail; 3,300 rods fencing; metal arch, 2 timber and 56 pipe culverts.

Maintenance: 4.9 miles bituminous treatment, 80 miles calcium dust laying; 1.2 miles ditching; 75 miles weed spraying, 4,700 c.y. gravel.

Purchases: Grader, patcher, 13.2 acres land.

Townships—Construction: 46.5 miles new grade using 27,000 c.y. pit-run and 6,700 c.y. cr. gravel; 1,450 l.f. guide rail, 1,650 rods fencing; 10 concrete, 1 metal arch, 41 timber and 228 pipe culverts.

Maintenance: 10 miles bituminous treatment, 61 miles calcium dust laying; 186 miles weed spraying; 127,000 c.y. pit-run, 35,000 c.y. cr. gravel and 3,000 tons cr. stone; 67 bridges and 313 culverts repaired.

Purchases: 5 graders, 5 trucks, 2 dozer-loaders, 20.5 acres land and a 6-acre gravel pit; built 1 machinery shed.

The unorganized townships ditched 5 miles, applied 3,600 c.y. gravel and repaired a bridge.

Urban Municipalities—Construction: 7.5 miles hot-mix, 0.7 miles mulch, 2.75 miles stabilized base.

Maintenance: 0.75 miles bituminous treatment, 1.75 miles prime.

DISTRICT 11—(2 counties, 1 provisional county, 1 improvement district, 51 township units, 2 statute labour boards, 2 Indian reserves, 4 unorganized units, 19 urban municipalities)

Ontario—Construction: 8.4 miles hot-mix, 15 miles mulch using 13,500 c.y. pit-run, 31,000 c.y. cr. gravel and 2,050 tons cr. stone; 2 bridges, 22 metal culverts.

Maintenance: 16.5 miles surface treatment, 23.6 miles oil and 76.5 miles calcium dust laying; 1,000 c.y. pit-run and 23,000 c.y. cr. gravel; 9 bridges and 54 culverts repaired.

Purchases: Tractor, truck, grader, 139 acres land and 50 acres gravel pits.

Victoria—Construction: 4.4 miles mulch, 1.5 miles new grade; 2 bridges, 1 metal arch and 48 pipe culverts.

Maintenance: 12 miles bituminous treatment, 125 miles calcium dust laying; 24 miles weed spraying; 3,800 c.y. pit-run, 31,300 c.y. crushed gravel, 4,575 tons crushed stone; 20 bridges and 30 culverts repaired.

Purchases: Roller, 2 sanders, 4.5 acres.

Townships—Construction: 40.3 miles mulch, 51.6 miles new grade using 58,000 c.y. pit-run, 28,500 c.y. cr. gravel, 2,200 tons cr. stone; 9 bridges, 16 culverts, 225 metal culverts.

Maintenance: 104.3 miles oil and 288 miles calcium dust laying; 225 miles brush cutting; 76,500 c.y. pit-run, 88,500 c.y. cr. gravel and 8,000 tons cr. stone; 65 bridges and 1020 culverts repaired.

Purchases: 3 graders, 9 trucks, tractor, jackhammer, sander, 14.75 acres land.

DISTRICT 12—(18 townships, 4 Indian reserves, 9 urban municipalities, 18 statute labour boards, 9 unorganized units)

Organized Townships—Construction: 2 miles mulch, 6.75 acres cleared, 10 miles rebuilt involving 23,700 c.y. rock and 101,300 c.y. earth excavation, 26,000 c.y. pit-run and 12,200 c.y. cr. gravel; 2 bridges, 90 culverts and 110 pipe culverts.

Maintenance: 50 miles calcium dust laying; 38.5 miles ditching; 34.5 miles weed spraying, 180 miles brush cutting; 62,700 c.y. pit-run, 18,330 c.y. cr. gravel; 31 bridges and 321 culverts repaired.

Statute Labour and unorganized units—Construction: 28 acres cleared, 12.25 miles rebuilt using 10,600 c.y. pit-run; 3 timber bridges, 31 timber and 335 metal culverts.

Maintenance: 54 miles ditching; 67 miles brush cutting; 3,200 c.y. cr. and 47,800 c.y. pit-run gravel; 63 bridges and 413 culverts repaired.

DISTRICT 13—(18 organized townships, 7 urban municipalities, 17 statute labour boards, 35 unorganized units)

Organized townships—Construction: 0.14 miles hot-mix, 0.75 miles mulch, 11 miles reconstruction using 7,000 c.y. pit-run and 800 c.y. cr. gravel; 4 bridges and 21 culverts (all timber), 152 metal culverts.

Maintenance: 49,000 c.y. pit-run and 13,600 c.y. cr. gravel; 43 bridges and 139 culverts repaired.

Purchases: 2 trucks, boiler, loader-dozer, rock drill.

The urban municipalities laid 13,820 tons of hot-mix.

Statute labour and unorganized units—Construction: Regrading using 3,500 c.y. gravel; bridge and 11 culverts (all timber), 80 metal culverts.

Maintenance: 34.5 miles ditching; 100 miles brush-weed cutting; 46,000 c.y. pit-run gravel; 31 bridges and 395 culverts repaired.

DISTRICT 14—(26 townships, 9 urban municipalities, 23 statute labour boards, 59 unorganized units)

Organized townships—Construction: 2 miles mulch, 10 miles clearing and grubbing; 4 miles new grade using 16,300 c.y. gravel; 3 timber, 1 concrete and 3 Bailey bridges.

Maintenance: 108 miles brush cutting, 173 miles weed spraying; 47,700 c.y. pit-run, 4,400 c.y. cr. gravel and 3,500 c.y. cr. stone; 66 bridges and 108 culverts repaired.

Purchases: 2 graders, 2 trucks, plow and wing.

Statute labour and unorganized units—Maintenance: 35 miles ditching, 68 miles brush cutting; 29,000 c.y. pit-run gravel; 27 bridges and 131 culverts repaired.

Urban Municipalities: 7 miles hot-mix (Haileybury, 3 miles; Cobalt, 2.5 miles; New Liskeard, 1 mile; and Timmins 0.5 miles).

DISTRICT 16—(6 township units, 6 urban municipalities, 27 statute labour boards, 1 Indian reserve)

Organized townships—Construction: 0.15 miles plant mix, 0.91 miles new grade using 1,200 c.y. gravel; 1 bridge, 3 culverts (all timber) and 39 pipe culverts.

Maintenance: 4.25 miles road-side ditching; 17,000 c.y. gravel; 16 bridges and 27 culverts repaired.

Purchases: Snow plow, grader, trencher, tractor equipped with snow blower.

Statute labour and unorganized units—Construction: 7.85 miles new grade using 13,600 c.y. gravel and 6,200 c.y. clay; 7 acres clearing and grubbing; 3 timber and 39 pipe culverts.

Maintenance: 32 miles road-side ditching, 77.15 miles brush and weed cutting; 30,600 c.y. pit-run gravel and 10,700 c.v. sand; 37 bridges and 35 culverts repaired.

DISTRICT 17—(25 organized townships, 10 urban municipalities, 7 Indian reserves, 16 statute labour boards, 1 improvement district, 38 unorganized units)

Organized townships—Construction: 5.32 miles mulch, 14.75 miles new grade using 62,350 c.y. pit-run and 12,000 c.y. cr. gravel; 10 timber bridges, 4 timber, 1 concrete, 3 metal arch and 134 pipe culverts.

Maintenance: 54.6 miles ditching; 139.5 miles dust laying; 40,400 c.y. pit-run and 15,800 c.y. cr. gravel; 32 bridges and 100 culverts repaired.

Purchases: 2 trucks, grader, air compressor, sand spreader, welder, plow.

Statute labour and unorganized units—Construction: 4.6 miles new grade using 1,200 c.y. pit-run; 2 timber bridges and 78 pipe culverts.

Maintenance: 1,619 miles ditching; 24,600 c.y. gravel; 23 bridges and 128 culverts repaired.

Urban municipalities—Construction: 3.05 miles hot-mix, 4.3 miles mulch, 8.25 miles new grade using 39,800 c.y. pit run and 6,900 c.y. cr. gravel; 4 concrete bridges, 50 culverts.

Maintenance: 24.95 miles bituminous treatment; 7,000 c.y. pit-run and 5,900 c.y. cr. gravel; 7 bridges and 156 culverts repaired.

DISTRICT 18—(18 organized townships, 8 urban municipalities, 9 Indian reserves, 1 improvement district, 15 statute labour boards, 49 unorganized units)

Organized townships—Construction: 19.75 acres clearing and grubbing, 5 miles new grade using 27,700 c.y. pit-run and 2,200 c.y. cr. gravel; 2 timber bridges, 6 timber, 17 concrete pipe and 136 metal pipe culverts.

Maintenance: 64 miles ditching. 34 miles calcium and 37 miles sulphate dust laying; 21,700 c.y. pit-run and 2,500 c.y. cr. gravel.

Purchases: 2 graders, 2 trucks, loader, compressor, concrete mixer, float, plow and wing.

Statue labour and unorganized units—Construction: 16 acres clearing and grubbing; 4 miles new grade; timber bridge and culvert, 49 pipe culverts.

Maintenance: 41 miles ditching; 56 miles brush and weed cutting; 19,400 c.y. pit-run, 1,900 c.y. cr. gravel and 900 c.y. clay; 18 bridges and 31 culverts repaired.

Urban municipalities—Construction: 2.35 miles hot-mix, 5.9 miles curb and gutter, 0.5 miles mulch, 3.25 miles new grade using 4,500 c.y. pit-run and 3,000 c.y. cr. gravel; 2 concrete and 6 metal culverts.

DISTRICT 19—(10 townships, 3 urban municipalities, 7 improvement districts, 22 statute labour boards, 7 unorganized units)

Organized townships—Construction: 6.33 miles hot-mix, 2.5 miles mulch, 13.65 miles new grade involving 55,400 c.y. earth excavation, 198,360 c.y. pit-run gravel; 32 miles clearing and grubbing; 13 timber bridges, 64 timber, 1 concrete and 46 pipe culverts.

Maintenance: 42 miles ditching; 38 miles bituminous treatment, 6 miles oil and 28 miles calcium dust laying, 39 miles stabilization; 47.5 miles weed spraying, 174 miles brush and weed cutting; 59,000 c.y. pit-run and 2,000 c.y. cr. gravel; 32 bridges and 111 culverts repaired.

Purchases: Tractor-loader, 2 trucks, 2 plows and wings; 1 gravel pit.

DISTRICT 20—(19 township units, 6 urban municipalities, 24 statute labour boards, 1 improvement district, 39 unorganized units)

Organized townships—Construction: 17 acres clearing and grubbing, 0.25 miles new grade using 453 c.y. pit-run, 3.5 miles regrading, 24 timber and 24 metal culverts.

Maintenance: 19.7 miles ditching, 9 miles calcium and 2 miles sulphate dust laying; 120.5 miles weed spraying, 275.5 miles brush and weed cutting; 43,100 c.y. pit-run gravel; 28 bridges and 107 culverts repaired.

Purchases: 1 truck with plow and wing, 1 wing for grader.

Statute labour and unorganized units—Construction: 64 acres clearing and grubbing, 2.30 miles new grade using 2,880 c.y. pit-run, 6.2 miles regrading; 700 l.f. guide rail; 6 timber and 6 metal culverts.

Maintenance: 58.75 miles ditching; 104 miles brush and weed cutting; 67,860 c.y. pit-run and 7,316 c.y. clay and sand; 9 bridges and 199 culverts repaired.

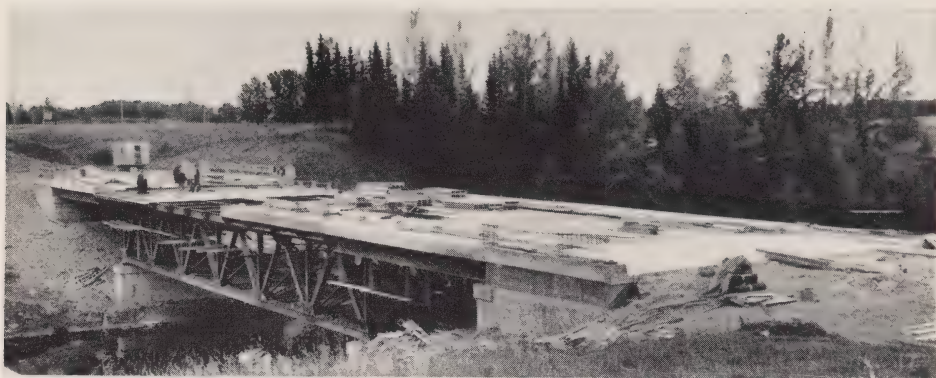
Urban municipalities—Construction: 3 miles hot-mix (1.6 miles in Kenora and 1.4 miles in Keewatin).

SIDEWALK CONSTRUCTION 1956-57

(Under Part IX, Section 100, The Highway Improvement Act)

Stamford Township, Portage, McLeod & Beaverdams Road.....	\$ 486.38
Cornwall Township, McConnell Avenue (County Road No. 26).....	262.27
Tyendinaga Township, Village of Shannonville (County Road No. 7).....	99.80
Tossorontio Township, Village of Everett (County Road No. 5).....	1,306.36
East Hawkesbury Township, Police Village of Ste. Anne de Prescott (County Rd. No. 18).....	530.42
Ellice Township, Hamlet of Wartburg (County Road, No 12).....	186.72
Sandwich East Township, Cabana Road (County Road No. 18).....	625.20
Cornwall Township, St. Andrews Road (east-side).....	2,263.66
North Plantagenet Township, Villages of Treadwell & Plantagenet (County Road No. 9).....	401.78
Total.....	\$6,162.59

Progress in Northern Ontario



Bridge over the Driftwood River on Shillington-Monteith Municipal Road, Cochrane District.



Paving on Sixth Avenue, Town of Cochrane.



McPherson Avenue in Town of Kapuskasing.

APPENDIX No. 1

**DEPARTMENT EXPENDITURES ON KING'S HIGHWAYS, DEVELOPMENT ROADS,
ROADS IN UNINCORPORATED TOWNSHIPS, ETC.
BY COUNTIES AND DISTRICTS**

April 1st, 1956 to March 31st, 1957

COUNTY	CONSTRUCTION	MAINTENANCE	TOTAL
Brant:			
Highway No. 2.....	\$ 322,150.64	\$ 66,225.90	\$ 388,376.54
" " 5.....	617,750.17	25,081.47	642,831.64
" " 24.....	.....	44,023.03	44,023.03
" " 24A.....	.....	11,831.87	11,831.87
" " 53.....	8,252.35	38,306.25	46,558.60
" " 54.....	.....	52,434.00	52,434.00
" " 99.....	.....	10,643.00	10,643.00
Sidewalks:			
St. George.....	3,501.03	.....	3,501.03
Mt. Pleasant.....	7,068.84	.....	7,068.84
Connecting Link:			
Town of Paris.....	.....	7.87	7.87
	\$ 958,723.03	\$ 248,553.39	\$1,207,276.42
Bruce:			
Highway No. 4.....	\$ 6,541.74	\$ 31,478.06	\$ 38,019.80
" " 6.....	114,480.57	217,988.66	332,469.23
" " 9.....	695.42	83,970.43	84,665.85
" " 21.....	241,530.81	124,892.78	366,423.59
" " 86.....	1,559.70	24,085.47	25,645.17
Connecting Links:			
Town of Hanover.....	.....	220.70	220.70
Town of Kincardine.....	.....	1,847.16	1,847.16
Village of Mildmay.....	.....	540.73	540.73
Village of Teeswater.....	.....	874.70	874.70
Town of Walkerton.....	.....	1,189.36	1,189.36
	\$ 364,808.24	\$ 487,088.05	\$ 851,896.29
Carleton:			
Highway No. 15.....	\$ 374,680.63	\$ 36,994.63	\$ 411,675.26
" " 16.....	512,798.47	44,584.68	557,383.15
" " 17.....	5,991.49	133,788.10	139,779.59
" " 29.....	.....	11,280.33	11,280.33
" " 31.....	259,919.11	37,046.20	296,965.31
" " 44.....	885.49	16,256.88	17,142.37
Connecting Links:			
Town of Eastview.....	.....	42.50	42.50
City of Ottawa.....	399,885.98	.....	399,885.98
Development Roads:			
Nepean Swamp Road.....	21,143.20	.....	21,143.20
Burritt's Rapids to Marlborough.....	30,698.48	.....	30,698.48
Torbolton Township Road.....	6,651.87	.....	6,651.87
Kinburn-Woodlawn Road.....	51,357.25	.....	51,357.25
Township of Goulburn.....	10,624.05	.....	10,624.05
March Village Road.....	16,389.91	.....	16,389.91
Township of North Gower.....	22,833.19	.....	22,833.19
	\$1,713,859.12	\$ 279,993.32	\$1,993,852.44
Dufferin:			
Highway No. 9.....	\$\$	\$ 213,088.76	\$ 213,088.76
" " 10.....	355.42	60,043.88	60,399.30
" " 24.....	.....	29,945.67	29,945.67
" " 89.....	327,945.48	16,832.49	344,777.97
" " 104.....	.....	4,168.96	4,168.96

COUNTY	CONSTRUCTION	MAINTENANCE	TOTAL
Dufferin (Cont'd):			
Connecting Links:			
Town of Orangeville.....	\$	\$ 700.97	\$ 700.97
Village of Shelburne.....	.....	1,290.61	1,290.61
Development Roads:			
Mono Mills-Hockley.....	4,300.00	.....	4,300.00
Dundalk Road.....	14,843.68	.....	14,843.68
	\$ 347,444.58	\$ 326,071.34	\$ 673,515.92
Elgin:			
Highway No. 3.....	\$1,029,874.30	\$ 136,467.54	\$1,166,341.84
" " 4.....	.....	26,206.78	26,206.78
" " 19.....	.....	28,175.01	28,175.01
" " 73.....	8,825.09	36,416.59	45,241.68
" " 74.....	1,058.00	218,918.33	219,976.33
" " 75.....	.....	5,287.08	5,287.08
" " 76.....	.....	6,804.44	6,804.44
" " 77.....	.....	8,681.49	8,681.49
Sidewalks:			
Straffordville.....	175.00	.....	175.00
Eden.....	377.00	.....	377.00
Connecting Links:			
Town of Aylmer.....	.....	1,612.34	1,612.34
Village of Dutton.....	.....	965.00	965.00
City of St. Thomas.....	.....	13,151.39	13,151.39
	\$1,040,309.39	\$ 482,685.99	\$1,522,995.38
Essex:			
Highway No. 2.....	\$ 34,303.29	\$ 93,078.09	\$ 127,381.38
" " 2B.....	.....	1,157.24	1,157.24
" " 3.....	5,707.23	53,647.96	59,355.19
" " 3B.....	5,143.15	5,237.98	10,381.13
" " 18.....	450,586.43	47,569.02	498,155.45
" " 18A.....	.....	21,789.44	21,789.44
" " 39.....	379,556.13	20,078.19	399,634.32
" " 98.....	.....	37,349.05	37,349.05
" " 107.....	.....	1,315.82	1,315.82
" " 114.....	.....	1,249.98	1,249.98
" " 401.....	2,875,396.57	37,014.65	2,912,411.22
Pelee Island.....	.....	9,878.97	9,878.97
Sidewalks:			
County Home for Aged, Mersea Twp...	494.64	.....	494.64
Connecting Links:			
Town of Amherstburg.....	.....	31.76	31.76
Town of Essex.....	.....	736.99	736.99
Town of Harrow.....	.....	144.92	144.92
Town of Kingsville.....	.....	518.30	518.30
Town of LaSalle.....	.....	76.90	76.90
Town of Leamington.....	.....	124.55	124.55
Town of Ojibway.....	.....	370.09	370.09
Town of Tecumseh.....	.....	134.46	134.46
	\$3,751,187.44	\$ 331,504.36	\$4,082,691.80
Frontenac:			
Highway No. 2.....	\$	\$ 41,562.84	\$ 41,562.84
" " 7.....	273,020.44	53,715.40	326,735.84
" " 15.....	.....	51,966.74	51,966.74
" " 33.....	1,184.96	17,007.79	18,192.75
" " 38.....	439,346.68	164,866.31	604,212.99
" " 41.....	.....	13,687.36	13,687.36
" " 95.....	.....	15,441.39	15,441.39
" " 96.....	729.93	42,255.12	42,985.05
" " 401.....	1,612,399.53	.....	1,612,399.53

COUNTY	CONSTRUCTION	MAINTENANCE	TOTAL
Frontenac (Cont'd):			
Sidewalk:			
Verona.....	\$ 3,073.07	\$	\$ 3,073.07
Secondary Road No. 506.....	24,362.28	49,368.18	73,730.46
Secondary Road No. 509.....	696.34	17,709.88	18,406.22
Connecting Link:			
City of Kingston.....	1,509.99	.....	1,509.99
Development Roads:			
Battersea Road.....	12,895.87	.....	12,895.87
Perth Road.....	65,620.45	.....	65,620.45
Bedford Township Road.....	38,663.28	.....	38,663.28
Gardener Road-Kingston Township.....	9,328.38	.....	9,328.38
Burnt Hills Road.....	19,441.54	.....	19,441.54
McKnight Road.....	5,655.41	.....	5,665.41
Desert Lake Road.....	15,600.00	.....	15,600.00
Snow Road.....	13,878.09	.....	13,878.09
	\$2,537,406.24	\$ 467,581.01	\$3,004,987.25
Grey:			
Highway No. 4.....	\$ 21,958.99	\$ 76,416.47	\$ 98,375.46
" " 6.....	672.40	144,548.57	145,220.97
" " 10.....	797.31	80,142.79	80,940.10
" " 21.....	123.58	45,579.24	45,702.82
" " 24.....	21,961.19	7,538.68	29,499.87
" " 26.....	274,907.11	153,179.11	428,086.22
Sidewalk:			
Priceville.....	312.75	.....	312.75
Connecting Links:			
Village of Chatsworth.....	.....	212.67	212.67
Town of Durham.....	.....	1,649.49	1,649.49
Village of Flesherton.....	.....	914.30	914.30
Town of Hanover.....	.....	529.01	529.01
Village of Markdale.....	.....	674.68	674.68
Town of Meaford.....	.....	989.15	989.15
Town of Thornbury.....	.....	335.07	335.07
Development Roads:			
Big Bay-Pyette Point.....	35,259.04	.....	35,259.04
Shallow Lake Road.....	34,711.21	.....	34,711.21
Normanby Township Road.....	17,290.25	.....	17,290.25
	\$ 407,993.83	\$ 512,709.23	\$ 920,703.06
Haldimand:			
Highway No. 3.....	\$ 2,001.33	\$ 147,699.18	\$ 149,700.51
" " 6.....	20,276.16	77,952.98	98,229.14
" " 54.....	3,533.87	38,865.48	42,399.35
" " 56.....	5,204.62	17,703.18	22,907.80
Connecting Links:			
Village of Caledonia.....	.....	84,323.59	84,323.59
Village of Cayuga.....	.....	137.21	137.21
Town of Dunnville.....	.....	291.10	291.10
Village of Hagersville.....	.....	490.92	490.92
Village of Jarvis.....	.....	559.29	559.29
Development Road:			
Haldimand County Road No. 17.....	16,015.36	.....	16,015.36
	\$ 47,031.34	\$ 368,022.93	\$ 415,054.27
Halton:			
Highway No. 2.....	\$ 600.50	\$ 48,188.85	\$ 48,789.35
" " 5.....	32,518.02	48,887.19	81,405.21
" " 7.....	.....	76,550.23	76,550.23
" " 20.....	30.61	3,271.53	3,302.14
" " 25.....	34.44	82,901.36	82,935.80
" " 122.....	318,440.40	15,502.02	333,942.42
Queen Elizabeth Way.....	1,831,397.10	155,234.03	1,986,631.13

COUNTY	CONSTRUCTION	MAINTENANCE	TOTAL
Halton (Cont'd):			
Freeman-Wolfe Island.....	\$1,141,323.54	\$	\$1,141,323.54
Connecting Links:			
Town of Acton.....	.....	373.25	373.25
Town of Burlington.....	.....	256.76	256.76
Town of Georgetown.....	.....	15,706.22	15,706.22
Town of Milton.....	.....	452.81	452.81
	\$3,324,344.61	\$ 447,324.25	\$3,771,668.86
Hastings:			
Highway No. 2.....	\$ 2,611.44	\$ 63,632.64	\$ 66,244.08
" " 7.....	468.78	54,826.71	55,295.49
" " 14.....	.....	94,595.56	94,595.56
" " 28.....	278,643.82	32,913.36	311,557.18
" " 33.....	28,887.46	38,975.01	67,862.47
" " 37.....	3,096.10	81,113.27	84,209.37
" " 62.....	4,036.25	280,429.25	284,465.50
" " 127.....	109,461.23	18,515.18	127,976.41
" " 401.....	2,649,055.76	.....	2,649,055.76
Sidewalks:			
Bancroft.....	3,965.20	.....	3,965.20
Tweed.....	2,257.49	.....	2,257.49
Secondary Road No. 500.....	.....	61,662.20	61,662.20
" " " 502.....	.....	1,803.19	1,803.19
" " " 517.....	.....	11,429.78	11,429.78
" " " 620.....	.....	1,152.49	1,152.49
Bicroft Mine Road.....	3,750.64	900.39	4,651.03
Connecting Links:			
Village of Bancroft.....	.....	3,698.32	3,698.32
Town of Deseronto.....	.....	2,343.09	2,343.09
Village of Madoc.....	.....	1,986.54	1,986.54
Village of Marmora.....	.....	831.97	831.97
Development Roads:			
Frankfort-Foxborough Road.....	25,839.66	.....	25,839.66
Port Stewart-New Carlow.....	4,999.97	.....	4,999.97
Bessemere-Hermon.....	6,999.71	.....	6,999.71
Lower Faraday Road.....	4,962.77	.....	4,962.77
Madoc-Foxborough Road.....	51,991.82	.....	51,991.82
Hybla Road.....	273.15	.....	273.15
Hermon-McArthur Mills.....	10,955.20	.....	10,955.20
Skootamatta River Road.....	22,607.28	.....	22,607.28
Ryan Road.....	15,300.66	.....	15,300.66
Woolaston Township Road.....	993.35	.....	993.35
Cordova Mine-Van Sickle Road.....	.....	7,490.05	7,490.05
Hungerford Township Road.....	15,000.00	.....	15,000.00
County Road No. 1-Thurlow Township	6,743.54	.....	6,743.54
County Road No. 1-Huntingdon	.....	5,500.00	5,500.00
Township.....	.....	.....	.....
	\$3,252,901.28	\$ 763,799.00	\$4,016,700.28
Huron:			
Highway No. 4.....	\$ 28,714.85	\$ 270,407.82	\$ 299,122.67
" " 8.....	437,643.46	47,159.45	484,802.91
" " 9.....	.....	2,758.17	2,758.17
" " 21.....	36,810.15	127,927.68	164,737.83
" " 23.....	.....	8,988.76	8,988.76
" " 81.....	.....	6,215.98	6,215.98
" " 83.....	170,002.72	65,970.62	235,973.34
" " 84.....	.....	43,853.02	43,853.02
" " 86.....	214,711.34	70,076.98	284,788.32
" " 87.....	.....	30,912.19	30,912.19
Connecting Links:			
Town of Clinton.....	.....	738.60	738.60
Town of Exeter.....	.....	1,408.61	1,408.61

COUNTY	CONSTRUCTION	MAINTENANCE	TOTAL
Huron (Cont'd):			
Town of Goderich.....	\$ 4,435.07	\$ 12.92	\$ 4,447.99
Town of Seaforth.....	.....	869.23	869.23
Town of Wingham.....	.....	1,789.79	1,789.79
	\$ 892,317.59	\$ 679,089.82	\$1,571,407.41
Kent:			
Highway No. 2.....	\$ 106,255.92	\$ 55,451.55	\$ 161,707.47
“ “ 3.....	388,308.25	57,740.23	446,048.48
“ “ 21.....	.....	30,351.21	30,351.21
“ “ 40.....	19,030.00	26,879.25	45,909.25
“ “ 78.....	4,950.61	13,313.37	18,263.98
“ “ 79.....	.....	3,892.87	3,892.87
“ “ 98.....	912.00	29,622.96	30,534.96
Connecting Links:			
Town of Blenheim.....	.....	164.54	164.54
Town of Bothwell.....	.....	355.12	355.12
City of Chatham.....	16,487.96	5,570.65	22,058.61
Town of Dresden.....	.....	123.27	123.27
Town of Ridgetown.....	.....	117.63	117.63
Village of Thamesville.....	.....	154.84	154.84
Town of Tilbury.....	.....	195.30	195.30
Town of Wallaceburg.....	.....	1,802.07	1,802.07
Village of Wheatley.....	.....	70.41	70.41
Development Road:			
Highgate to Highway No. 3.....	15,072.58	.....	15,072.58
	\$ 551,017.32	\$ 225,805.27	\$ 776,822.59
Lambton:			
Highway No. 7.....	\$ 605,115.92	\$ 70,873.49	\$ 675,979.41
“ “ 21.....	263,206.14	61,403.13	324,609.27
“ “ 22.....	77.25	62,827.02	62,904.27
“ “ 40.....	19,909.79	27,034.64	46,944.43
“ “ 79.....	144,855.48	31,789.86	176,645.34
“ “ 80.....	.....	6,149.27	6,149.27
“ “ 82.....	.....	23,794.35	23,794.35
“ “ 402.....	221,325.75	5,479.70	226,805.45
Connecting Links:			
Village of Alvinston.....	.....	650.00	650.00
Town of Forest.....	.....	413.86	413.86
Village of Thedford.....	.....	429.86	429.86
Village of Wyoming.....	.....	27.17	27.17
Development Roads:			
Port Franks Road.....	24,628.05	.....	24,628.05
Waterworks Road.....	25,724.99	.....	25,724.99
	\$1,304,843.37	\$ 290,862.35	\$1,595,705.72
Lanark:			
Highway No. 7.....	Cr. \$13,442.87	\$ 48,677.37	\$ 35,234.50
“ “ 15.....	278,509.03	70,838.65	349,347.68
“ “ 29.....	.....	68,234.60	68,234.60
“ “ 44.....	3,369.01	7,522.42	10,891.43
“ “ 110.....	.....	3,200.48	3,200.48
Secondary Road No. 511.....	.....	18,002.34	18,002.34
Connecting Links:			
Town of Almonte.....	.....	400.75	400.75
Development Roads:			
Bellamy Road.....	7,700.00	.....	7,700.00
Rosetta Road.....	5,612.00	.....	5,612.00
French Line Road.....	5,896.45	.....	5,896.45
Maberley-Bolingbroke Road.....	20,779.34	.....	20,779.34
Scotch Corners Road.....	20,480.14	.....	20,480.14
Burritts Rapids-Merrickville.....	32,050.74	.....	32,050.74
Lanark Village to Elphin.....	57,582.55	.....	57,582.55

COUNTY	CONSTRUCTION	MAINTENANCE	TOTAL
Lanark (Cont'd):			
Merrickville Westerly.....	\$ 49,375.42	\$	\$ 49,375.42
Caldwell's Mills Easterly.....	10,809.55	.....	10,809.55
Concession No. 1, Twp. of Dalhousie....	21,766.29	.....	21,766.29
	\$ 500,487.65	\$ 216,876.61	\$ 717,364.26
Leeds and Grenville:			
Highway No. 2.....	\$	\$ 167,542.05	\$ 167,542.05
" " 15.....	375,323.46	74,501.18	449,824.64
" " 16.....	.....	54,289.25	54,289.25
" " 29.....	164,377.35	56,996.87	221,374.22
" " 32.....	.....	23,641.47	23,641.47
" " 42.....	.....	86,976.38	86,976.38
" " 401.....	967,579.30	106,851.64	1,074,430.94
Sidewalk:			
Kemptville.....	2,329.44	.....	2,329.44
Connecting Link:			
Village of Kemptville.....	.....	176.20	176.20
Development Roads:			
Kemptville-Merrickville.....	84,943.45	.....	84,943.45
Rideau River Road.....	44,464.27	.....	44,464.27
Lyn-Row's Corners.....	20,186.30	.....	20,186.30
Houghton Bay Road.....	9,233.96	.....	9,233.96
Acton Corners-Oxford Mills.....	3,600.00	.....	3,600.00
Escott-Escott Centre.....	3,049.86	.....	3,049.86
Highway No. 2-Lansdowne.....	3,482.86	.....	3,482.86
Kitley Diagonal Road.....	2,999.70	.....	2,999.70
Caintown-Highway No. 2.....	28,822.27	.....	28,822.27
Westport-Bedford Mills.....	26,454.40	.....	26,454.40
	\$1,736,846.62	\$ 570,975.04	\$2,307,821.66
Lennox and Addington:			
Highway No. 2.....	\$ 3,148.50	\$ 46,143.56	\$ 49,292.06
" " 7.....	98,421.32	21,018.98	119,440.30
" " 33.....	6,159.84	88,412.68	94,572.52
" " 41.....	130,829.67	131,096.13	261,925.80
Ferries.....	36,868.54	43,232.62	80,101.16
Sidewalk:			
Erinsville.....	250.00	.....	250.00
Secondary Road No. 502.....	.....	3,377.02	3,377.02
Development Roads:			
Millhaven Road.....	13,882.57	.....	13,882.57
Hamburg Road.....	7,200.00	.....	7,200.00
Reidville Road.....	9,998.66	.....	9,998.66
Tamworth-Lens.....	21,497.07	.....	21,497.07
County Road No. 8 Southeast from Napanee.....	20,023.20	.....	20,023.20
Denbigh-Raglan Road.....	.....	13,999.97	13,999.97
Beechwood Road.....	.....	16,739.99	16,739.99
	\$ 348,279.37	\$ 364,020.95	\$ 712,300.32
Lincoln:			
Highway No. 8.....	\$	\$ 143,840.31	\$ 143,840.31
" " 8A.....	.....	13,513.34	13,513.34
" " 20.....	.....	129,103.90	129,103.90
" " 57.....	.....	8,157.55	8,157.55
" " 58.....	.....	13,138.55	13,138.55
Queen Elizabeth Way.....	593,268.65	138,899.13	732,167.78
Connecting Links:			
Village of Beamsville.....	.....	270.14	270.14
Town of Grimsby.....	.....	242.79	242.79
	\$ 593,268.65	\$ 447,165.71	\$1,040,434.36

COUNTY	CONSTRUCTION	MAINTENANCE	TOTAL
Middlesex:			
Highway No. 2.....	\$ 10,961.59	\$ 149,041.13	\$ 160,002.72
" " 4.....	8,003.85	75,768.96	83,772.81
" " 7.....	9,289.94	94,306.88	103,596.82
" " 22.....	519.97	353,858.72	354,378.69
" " 23.....		15,280.86	15,280.86
" " 73.....	142.34	12,446.42	12,588.76
" " 74.....		13,026.44	13,026.44
" " 80.....	235,707.90	54,128.16	289,836.06
" " 81.....	165,658.86	108,660.22	274,319.08
" " 401.....	4,000,450.71	2,034.14	4,002,484.85
Connecting Link: Village of Lucan.....		1,057.50	1,057.50
	\$4,430,735.16	\$ 879,609.43	\$5,310,344.59
Norfolk:			
Highway No. 3.....	\$ 571,167.06	\$ 73,309.60	\$ 644,476.66
" " 6.....		38,866.45	38,866.45
" " 19.....		5,730.99	5,730.99
" " 24.....	554.17	51,788.70	52,342.87
" " 59.....		4,986.78	4,986.78
Sidewalk: Port Dover.....	1,005.00		1,005.00
Connecting Links: Town of Delhi.....		56.56	56.56
Town of Port Dover.....		20,834.65	20,834.65
Town of Simcoe.....		292.17	292.17
Development Road: Long Point Road.....	31,614.05		31,614.05
	\$ 604,340.28	\$ 195,865.90	\$ 800,206.18
Northumberland and Durham:			
Highway No. 2.....	\$ 25,198.31	\$ 219,257.20	\$ 244,455.51
" " 7A.....		61,937.76	61,937.76
" " 28.....		34,320.42	34,320.42
" " 30.....	266.35	45,009.66	45,276.01
" " 33.....		35,339.87	35,339.87
" " 35.....	599,679.08	56,343.66	656,022.74
" " 45.....	265,081.19	57,791.44	322,872.63
" " 106.....	177.56	7,212.01	7,389.57
" " 115.....	254,001.57	29,745.10	283,746.67
" " 133.....		946.68	946.68
" " 401.....	539,214.32	55,729.43	594,943.75
Sidewalk: Newtonville.....	398.00		398.00
Connecting Links: Town of Bowmanville.....		301.28	301.28
Village of Brighton.....		569.08	569.08
Town of Campbellford.....		746.02	746.02
Village of Colborne.....		296.49	296.49
Village of Hastings.....		263.02	263.02
Village of Newcastle.....		377.79	377.79
Town of Port Hope.....		841.67	841.67
Development Roads: Dale-Baltimore.....	865.47		865.47
Hampton-Highway No. 35.....	152,975.00		152,975.00
Bailieboro-Halls Landing.....	28,044.63		28,044.63
Hastings-Campbellford.....	221,656.16		221,656.16
Burnley-Warkworth Road.....	22,875.58		22,875.58
Highway No. 45-Graecen's Corner.....	18,967.34		18,967.34
	\$2,129,400.56	\$ 607,028.58	\$2,736,249.14

COUNTY	CONSTRUCTION	MAINTENANCE	TOTAL
Ontario:			
Highway No. 2.....	\$	\$ 82,155.74	\$ 82,155.74
“ “ 7.....	.....	72,586.33	72,586.33
“ “ 7A.....	4,673.15	8,018.08	12,691.23
“ “ 12.....	278,359.42	196,849.44	475,208.86
“ “ 47.....	680.50	43,146.21	43,826.71
“ “ 48.....	.....	17,910.12	17,910.12
“ “ 69.....	267,029.22	42,529.76	309,558.98
“ “ 401.....	48,106.39	166,648.14	214,754.53
Sidewalk:			
North side Petticoat Creek.....	501.25	.....	501.25
Connecting Links:			
Village of Beaverton.....	.....	1,126.77	1,126.77
Village of Port Perry.....	.....	3,124.80	3,124.80
Town of Uxbridge.....	.....	1,405.98	1,405.98
Town of Whitby.....	.....	1,189.05	1,189.05
Development Road:			
Township of Rama.....	37,281.07	.....	37,281.07
	\$ 636,631.00	\$ 636,690.42	\$ 1,273,321.42
Oxford:			
Highway No. 2.....	\$ 86,689.94	\$ 81,228.10	\$ 167,918.04
“ “ 3.....	1,366.48	124,383.53	125,750.01
“ “ 19.....	318,477.51	84,279.98	402,757.49
“ “ 53.....	4,680.96	9,687.04	14,368.00
“ “ 59.....	.....	55,174.28	55,174.28
“ “ 97.....	1,408.32	74,874.52	76,282.84
“ “ 100.....	17,058.11	61,652.47	78,710.58
“ “ 401.....	2,563,660.18	10,707.99	2,574,368.17
Sidewalk:			
Hickson.....	42.00	.....	42.00
Connecting Link:			
Village of Tavistock.....	.....	2,735.10	2,735.10
	\$ 2,993,383.50	\$ 504,723.01	\$ 3,498,106.51
Peel:			
Highway No. 2.....	\$ 166,912.94	\$ 31,441.46	\$ 198,354.40
“ “ 5.....	3,327.51	35,135.95	38,463.46
“ “ 7.....	.....	64,560.86	64,560.86
“ “ 9.....	.....	26,729.05	26,729.05
“ “ 10.....	25,960.34	90,976.84	116,937.18
“ “ 24.....	.....	43,617.11	43,617.11
“ “ 50.....	12,720.78	72,121.81	84,842.59
“ “ 51.....	.....	12,832.40	12,832.40
“ “ 122.....	143,176.00	7,574.61	150,750.61
“ “ 401.....	204,179.82	.....	204,179.82
Queen Elizabeth Way.....	216,864.73	78,866.60	295,731.33
Sidewalk:			
Palgrave.....	863.35	.....	863.35
Connecting Links:			
Town of Brampton.....	2,165.80	7,624.11	9,789.91
Village of Port Credit.....	.....	1,912.64	1,912.64
Development Road:			
Brampton By-Pass.....	129,752.50	.....	129,752.50
	\$ 905,923.77	\$ 473,393.44	\$ 1,379,317.21
Perth:			
Highway No. 7.....	\$ 8,515.07	\$ 60,531.92	\$ 69,046.99
“ “ 8.....	223,675.50	38,593.50	262,269.00
“ “ 19.....	252.02	74,428.49	74,680.51
“ “ 23.....	82,795.14	97,184.25	179,979.39
“ “ 83.....	111,156.66	6,352.66	117,509.32
“ “ 86.....	154,119.11	29,502.28	183,621.39
“ “ 100.....	.....	6,629.33	6,629.33

COUNTY	CONSTRUCTION	MAINTENANCE	TOTAL
Perth (Cont'd):			
Sidewalk:			
Sebringville.....	\$ 512.02	\$	\$ 512.02
Connecting Links:			
Town of Listowel.....	.....	57.75	57.75
Town of Mitchell.....	.....	3,344.52	3,344.52
Town of Palmerston.....	.....	934.73	934.73
	\$ 581,025.52	\$ 317,559.43	\$ 898,584.95
Peterborough:			
Highway No. 7.....	\$ 7,696.54	\$ 84,132.93	\$ 91,829.47
" " 7A.....	.....	1,388.91	1,388.91
" " 28.....	51,236.59	171,104.09	222,340.68
" " 30.....	.....	3,430.20	3,430.20
" " 36.....	34.56	48,951.35	48,985.91
" " 45.....	.....	13,065.98	13,065.98
" " 121.....	.....	3,109.40	3,109.40
" " 133.....	.....	2,039.04	2,039.04
Sidewalk:			
South of Peterborough.....	1,293.30	.....	1,293.30
Secondary Road No. 500.....	17,866.62	8,547.04	26,413.66
Secondary Road No. 504.....	335.26	51,309.43	51,644.69
Secondary Road No. 507.....	.....	37,033.03	37,033.03
Connecting Link:			
Village of Lakefield.....	.....	741.24	741.24
Development Roads:			
Church Line Road.....	7,281.25	.....	7,281.25
Gail Park Road.....	1,870.33	.....	1,870.33
Havelock-Nephton Road.....	29,726.60	.....	29,726.60
Buckhorn Road-Mississauga Dam.....	1,270.63	.....	1,270.63
Twin Lakes Jct. Road-Methuen Twp..	9,323.80	.....	9,323.80
Cordova Mine-Van Sickle Road.....	.....	7,490.05	7,490.05
Peterborough County Road-Hiawatha.....	21,599.09	.....	21,599.09
Nephton Road-Nepheline Mine.....	61,466.72	.....	61,466.72
Highway No. 28-Looncall Lake.....	11,618.24	.....	11,618.24
	\$ 222,619.53	\$ 432,342.69	\$ 654,962.22
Prescott and Russell:			
Highway No. 17.....	\$ 818,942.41	\$ 394,786.80	\$ 1,213,729.21
" " 34.....	.....	169,868.23	169,868.23
Connecting Links:			
Town of Hawkesbury.....	.....	4,449.22	4,449.22
Village of L'Orignal.....	.....	590.73	590.73
Town of Rockland.....	.....	395.15	395.15
Development Roads:			
Russell-Embrun Road.....	82,294.89	.....	82,294.89
St. Eugene Easterly.....	54,515.72	.....	54,515.72
Fournier-South Plantagenet.....	46,194.06	.....	46,194.06
Township of Cambridge.....	8,400.00	.....	8,400.00
	\$ 1,010,347.08	\$ 570,090.13	\$ 1,580,437.21
Prince Edward:			
Highway No. 14.....	\$ 1,233.70	\$ 48,268.99	\$ 49,502.69
" " 33.....	.....	70,212.82	70,212.82
" " 41.....	.....	14,011.66	14,011.66
Ferries.....	5,872.98	43,232.62	49,105.60
Connecting Link:			
Town of Picton.....	.....	1,133.38	1,133.38
Development Roads:			
Carrying Place-Rednersville.....	60,414.41	.....	60,414.41
Hillier Twp. Line-Highway No. 14.....	39,939.84	.....	39,939.84
	\$ 107,460.93	\$ 176,859.47	\$ 284,320.40

COUNTY	CONSTRUCTION	MAINTENANCE	TOTAL
Renfrew:			
Highway No. 17.....	\$ 74,875.98	\$ 245,668.59	\$ 320,544.57
" " 29.....		2,095.79	2,095.79
" " 41.....	124,338.78	59,906.60	184,245.38
" " 60.....	2,965.63	59,074.18	62,039.81
" " 62.....		84,308.76	84,308.76
" " 132.....	25,300.58	38,842.63	64,143.21
Pembroke-Allumette Island.....	156,027.38	998.52	157,025.90
Secondary Road No. 508.....		40,725.08	40,725.08
" " " 511.....		11,698.44	11,698.44
" " " 512.....		19,202.75	19,202.75
" " " 513.....	4,883.87	20,488.58	25,372.45
" " " 515.....		35,094.47	35,094.47
" " " 517.....	911.00	9,011.94	9,922.94
" " " 521.....		39,609.36	39,609.36
Connecting Link:			
Town of Renfrew.....		1,085.56	1,085.56
Development Roads:			
Hardwood Lake Road.....	24,984.98		24,984.98
Quadeville-Foymount.....	14,675.60		14,675.60
Dacre-Mount St. Patrick.....	3,181.50		3,181.50
Pilgrim Bridge.....	12,546.51		12,546.51
Thomson's Corners-Matawatchan.....	4,969.74		4,969.74
Kelly's Corners-Cobden.....	130,111.80		130,111.80
Lake Dore-Golden Lake.....	26,330.82		26,330.82
Kelly's Corners-Douglas.....	35,717.14		35,717.14
Petawawa-Carson Lake.....	17,001.95		17,001.95
River Road.....	44,231.16		44,231.16
Combermere-Hopefield Road.....		3,735.61	3,735.61
Rochefort-Castile.....	12,558.59		12,558.59
	\$ 715,613.01	\$ 671,546.86	\$1,387,159.87
Simcoe:			
Highway No. 9.....	\$	\$ 26,596.35	\$ 26,596.35
" " 11.....	1,300,421.56	273,561.83	1,573,983.39
" " 12.....	237,706.75	399,756.70	637,463.45
" " 24.....	21,961.20	33,306.87	55,268.07
" " 26.....	4,125.09	184,778.81	188,903.90
" " 27.....	8,845.22	303,798.01	312,643.23
" " 88.....	244,016.29	17,648.86	261,665.15
" " 89.....	42,176.71	47,304.62	89,481.33
" " 90.....	935.65	46,043.36	46,979.01
" " 91.....		19,707.74	19,707.74
" " 92.....	37,678.01	35,277.93	72,955.94
" " 93.....	498,860.01	78,857.71	577,717.72
" " 103.....	305,746.50	24,844.50	330,591.00
" " 400.....	32,054.80	286,905.12	318,959.92
Sidewalk:			
5th Township Road, Innisfil Twp.....	1,478.40		1,478.40
Secondary Road No. 501.....		30,577.04	30,577.04
Connecting Links:			
Town of Alliston.....		12,484.90	12,484.90
Town of Barrie.....		10,069.13	10,069.13
Village of Coldwater.....		9,122.66	9,122.66
Town of Collingwood.....		1,046.89	1,046.89
Town of Orillia.....		3,382.52	3,382.52
Village of Port McNicoll.....		831.04	831.04
Town of Stayner.....		1,150.10	1,150.10
Village of Victoria Harbour.....		2,089.97	2,089.97
Development Roads:			
Sparrow Lake Road.....	74,780.68		74,780.68
Oro-Medonte Township Line.....	28,175.23		28,175.23
Mining-Highway No. 90.....	88,211.68		88,211.68
Concession Road No. 12-Sunnidale.....	1,260.10		1,260.10
Adjala and Tecumseth Township Road.....	17,729.16		17,729.16
Fennell-Gilford Road.....	3,172.22		3,172.22

COUNTY	CONSTRUCTION	MAINTENANCE	TOTAL
Simcoe (Cont'd):			
Hugel Avenue extension at Town of Midland.....	\$ 29,450.74	\$	\$ 29,450.74
Everett-Highway No. 89.....	111,732.45	.....	111,732.45
Tiny Township Road.....	24,461.63	.....	24,461.63
County Road No. 3.....	8,629.64	.....	8,629.64
County Road No. 10 west-boundary Toronto Township.....	49,314.10	.....	49,314.10
	\$3,172,923.82	\$1,849,142.66	\$5,022,066.48
Stormont, Dundas and Glengarry:			
Highway No. 2.....	\$2,297,285.45	\$ 191,931.23	\$2,489,216.68
" " 31.....	.....	56,626.34	56,626.34
" " 34.....	327.03	109,141.11	109,468.14
" " 43.....	167,705.78	78,464.84	246,170.62
" " 401.....	1,636,003.16	3,861.80	1,639,864.96
Sidewalk:			
Winchester.....	3,983.80	.....	3,983.80
Connecting Links:			
Town of Alexandria.....	.....	139.42	139.42
Village of Iroquois.....	.....	1,332.66	1,332.66
Village of Morrisburg.....	.....	830.31	830.31
Village of Winchester.....	.....	893.38	893.38
Development Roads:			
Winchester-Hallville.....	67,676.38	.....	67,676.38
Alexandria-Glen Robertson.....	41,930.36	.....	41,930.36
Maxville-Highway No. 43.....	38,943.99	.....	38,943.99
County Road No. 16.....	10,247.41	.....	10,247.41
Finch-Roxborough Township Boundary Rd.....	30,515.14	.....	30,515.14
Winchester-Melvin.....	20,000.00	.....	20,000.00
	\$4,314,618.50	\$ 443,221.09	\$4,757,839.59
Victoria:			
Highway No. 7.....	\$ 48,888.44	\$ 48,454.17	\$ 97,342.61
" " 35.....	123,674.73	60,577.52	184,252.25
" " 35A.....	.....	3,074.87	3,074.87
" " 36.....	91,611.16	143,192.33	234,803.49
" " 46.....	195,096.82	49,134.98	244,231.80
" " 121.....	30,931.78	53,436.81	84,368.59
" " 133.....	.....	1,019.52	1,019.52
Secondary Road No. 500.....	43,795.36	8,547.04	52,342.40
Secondary Road No. 503.....	202,124.76	135,281.87	337,406.63
Secondary Road No. 505.....	.....	16,682.56	16,682.56
Connecting Links:			
Village of Fenelon Falls.....	.....	353.88	353.88
Town of Lindsay.....	.....	1,774.19	1,774.19
Village of Omemee.....	.....	320.41	320.41
Development Road:			
Argyle-Glenarm Road.....	51,570.09	.....	51,570.09
	\$ 787,693.14	\$ 521,850.15	\$1,309,543.29
Waterloo:			
Highway No. 7.....	\$ 159,555.08	\$ 41,476.26	\$ 201,031.34
" " 8.....	.....	39,898.85	39,898.85
" " 24.....	.....	21,878.93	21,878.93
" " 24A.....	.....	12,035.17	12,035.17
" " 85.....	29,301.53	18,120.61	47,422.14
" " 86.....	93,534.09	59,772.43	153,306.52
" " 97.....	.....	30,655.10	30,655.10
Connecting Links:			
Town of Elmira.....	.....	315.45	315.45
City of Galt.....	26,105.22	.....	26,105.22

COUNTY	CONSTRUCTION	MAINTENANCE	TOTAL
Waterloo (Cont'd):			
Town of Hespeler.....	\$ 900.90	\$ 979.37	\$ 1,880.27
Village of New Hamburg.....	.....	404.53	404.53
Town of Preston.....	.....	25,201.03	25,201.03
	\$ 309,396.82	\$ 250,737.73	\$ 560,134.55
Welland:			
Highway No. 3.....	\$ 5,625.00	\$ 137,113.96	\$ 142,738.96
" " 3A.....	.....	44,981.65	44,981.65
" " 3C.....	.....	21,528.90	21,528.90
" " 8.....	.....	16,071.84	16,071.84
" " 20.....	383.84	59,577.81	59,961.65
" " 57.....	.....	17,091.62	17,091.62
" " 58.....	69,761.36	56,439.81	126,201.17
Queen Elizabeth Way.....	424,771.08	108,834.95	533,606.03
Sidewalks:			
Riverside Drive, Twp. of Crowland.....	197.31	.....	197.31
Lundy's Lane, Twp. of Stamford.....	728.62	.....	728.62
Connecting Links:			
City of Niagara Falls.....	28,004.53	.....	28,004.53
Town of Port Colborne.....	1,955.89	369.27	2,325.16
City of Welland.....	6,969.60	.....	6,969.60
	\$ 538,397.23	\$ 462,009.81	\$1,000,407.04
Wellington:			
Highway No. 6.....	\$ 139,728.13	\$ 114,336.30	\$ 254,064.43
" " 7.....	23,367.85	56,711.25	80,079.10
" " 9.....	316.36	364,954.80	365,271.16
" " 23.....	525.33	6,148.25	6,673.58
" " 24.....	.....	58,405.25	58,405.25
" " 86.....	93,858.86	48,047.60	141,906.46
" " 87.....	189,120.18	11,089.65	200,209.83
Sidewalk:			
Harriston.....	3,049.60	.....	3,049.60
Connecting Links:			
Village of Arthur.....	.....	544.48	544.48
Village of Clifford.....	.....	566.98	566.98
Town of Fergus.....	.....	632.38	632.38
Town of Harriston.....	.....	653.40	653.40
Town of Mount Forest.....	.....	885.90	885.90
	\$ 449,966.31	\$ 662,976.24	\$1,112,942.55
Wentworth:			
Highway No. 2.....	\$ 649.77	\$ 71,297.41	\$ 71,947.18
" " 5.....	193,616.15	63,083.91	256,700.06
" " 6.....	1,303,479.11	64,480.90	1,367,960.01
" " 8.....	2,408.18	81,217.48	83,625.66
" " 20.....	19.13	42,838.84	42,857.97
" " 52.....	.....	50,077.21	50,077.21
" " 53.....	.....	127,475.61	127,475.61
" " 55.....	.....	6,276.43	6,276.43
" " 56.....	140,680.26	29,727.68	170,407.94
" " 97.....	340.56	30,467.62	30,808.18
" " 99.....	.....	36,171.82	36,171.82
" " 102.....	.....	8,013.45	8,013.45
Queen Elizabeth Way.....	4,627,758.42	38,735.59	4,666,494.01
Connecting Links:			
Town of Dundas.....	.....	387.73	387.73
City of Hamilton.....	46,864.28	.....	46,864.28
	\$6,315,815.86	\$ 650,251.68	\$6,966,067.54

COUNTY	CONSTRUCTION	MAINTENANCE	TOTAL
York:			
Highway No. 2.....	\$ 638,593.45	\$ 3,429.08	\$ 642,022.53
“ “ 5.....	.....	2,240.10	2,240.10
“ “ 7.....	6,963.17	112,819.86	119,783.03
“ “ 9.....	.....	8,410.26	8,410.26
“ “ 11.....	90,953.87	127,459.73	218,413.60
“ “ 27.....	1,490,821.49	168,605.75	1,659,427.24
“ “ 47.....	157,046.37	15,706.32	172,752.69
“ “ 48.....	111,079.94	275,077.11	386,157.05
“ “ 49.....	409.40	10,163.27	10,572.67
“ “ 50.....	402.69	14,164.31	14,567.00
“ “ 400.....	90,762.05	190,154.43	280,916.48
“ “ 401.....	3,811,255.43	321,751.85	4,133,007.28
Queen Elizabeth Way.....	74,271.16	48,334.97	122,606.13
Queensway.....	1,039,834.93	.....	1,039,834.93
Bloor Street.....	26,396.26	.....	26,396.26
Yonge Street.....	1,178,692.30	.....	1,178,692.30
Dundas Street.....	174,344.08	.....	174,344.08
Connecting Link:			
Town of Richmond Hill.....	.....	1,613.49	1,613.49
	\$8,891,826.59	\$1,299,930.53	\$10,191,757.12
DISTRICT			
Algoma-Manitoulin:			
Highway No. 17.....	\$1,473,840.14	\$ 436,518.12	\$1,910,358.26
“ “ 68.....	495.83	238,503.82	238,999.65
“ “ 129.....	.....	56,654.95	56,654.95
Ferries.....	.....	70,799.83	70,799.83
Sidewalks:			
Mindemoya.....	1,062.15	.....	1,062.15
Richards Landing.....	590.92	.....	590.92
Secondary Road No. 538.....	.....	3,300.87	3,300.87
“ “ “ 540.....	8,522.95	254,400.79	262,923.74
“ “ “ 542.....	.....	152,918.58	152,918.58
“ “ “ 546.....	.....	47,787.04	47,787.04
“ “ “ 548.....	.....	73,943.08	73,943.08
“ “ “ 550.....	.....	15,704.99	15,704.99
“ “ “ 551.....	.....	40,781.41	40,781.41
“ “ “ 552.....	.....	7,313.28	7,313.28
“ “ “ 554.....	.....	15,419.97	15,419.97
“ “ “ 555.....	.....	9,962.38	9,962.38
“ “ “ 556.....	.....	34,815.74	34,815.74
“ “ “ 557.....	5,437.69	21,284.83	26,722.52
“ “ “ 559.....	.....	106,547.54	106,547.54
“ “ “ 561.....	6,992.31	34,842.75	41,835.06
“ “ “ 563.....	.....	4,809.80	4,809.80
“ “ “ 565.....	.....	4,382.37	4,382.37
“ “ “ 612.....	1,886,026.55	12,470.79	1,898,497.34
Unincorporated Township Roads:			
Campbell.....	.....	7,546.89	7,546.89
Dawson.....	.....	3,843.99	3,843.99
Mills.....	.....	1,934.98	1,934.98
Robinson.....	.....	3,976.17	3,976.17
Aberdeen.....	6,054.12	2,788.18	8,842.30
Aweres.....	.....	975.20	975.20
Bridgeland.....	.....	129.91	129.91
Bright.....	.....	13.12	13.12
Cobden.....	.....	411.42	411.42
Deroche.....	.....	26.78	26.78
Fenwick.....	8,793.56	1,648.07	10,441.63
Galbraith.....	.....	2,611.07	2,611.07
Garden River Indian Reserve.....	.....	3,752.05	3,752.05
Gaudette.....	.....	241.02	241.02
Gladstone.....	8,796.61	168.69	8,965.30
Goulais Mission Indian Reserve.....	.....	441.49	441.49
Haviland.....	.....	224.37	224.37

DISTRICT	CONSTRUCTION	MAINTENANCE	TOTAL
Algoma-Manitoulin (Cont'd):			
Hodgins.....	\$	\$ 71.88	\$ 71.88
Haughton.....	.....	129.93	129.93
Kehoe.....	.....	22.75	22.75
Kirkwood.....	.....	38.86	38.86
Lewis.....	.....	14.00	14.00
Mississauga Indian Reserve.....	.....	503.59	503.59
McMahon.....	.....	1,070.59	1,070.59
Parkinson.....	.....	20.31	20.31
Patton.....	.....	660.13	660.13
Plummer.....	.....	2,573.87	2,573.87
Ranger Lake.....	.....	1,689.60	1,689.60
Rose.....	.....	885.02	885.02
Serpent River Indian Reserve.....	.....	546.78	546.78
Shedden.....	.....	3,118.23	3,118.23
Shields.....	.....	241.01	241.01
Spanish River Indian Reserve.....	.....	2,353.71	2,353.71
Striker.....	.....	552.75	552.75
Thessalon Indian Reserve.....	.....	243.76	243.76
Township 3E.....	.....	2,000.00	2,000.00
Michipicoten.....	4,780.58	.....	4,780.58
Vankoughnet.....	.....	144.19	144.19
Victoria.....	.....	3,862.24	3,862.24
Township 125.....	.....	244.58	244.58
Development Roads:			
Magpie River Road.....	9,837.91	.....	9,837.91
Eley Road.....	341.39	.....	341.39
Centre Line Road.....	38,250.96	.....	38,250.96
Dean Lake Road.....	3,294.30	.....	3,294.30
Manitowaning South-easterly.....	1,647.46	.....	1,647.46
Providence Bay Road.....	32,241.51	.....	32,241.51
	\$3,497,006.94	\$1,694,884.11	\$5,191,891.05
Cochrane:			
Highway No. 11.....	\$2,778,227.13	\$ 678,001.74	\$3,456,228.87
“ “ 67.....	.....	46,413.56	46,413.56
“ “ 101.....	50,895.38	673,331.08	724,226.46
Ferries.....	792.90	22,381.20	23,174.10
Secondary Road No. 572.....	44,325.15	9,273.37	53,598.52
“ “ “ 574.....	.....	60,574.60	60,574.60
“ “ “ 575.....	.....	2,941.81	2,941.81
“ “ “ 576.....	.....	2,061.59	2,061.59
“ “ “ 577.....	.....	46,265.16	46,265.16
“ “ “ 578.....	.....	17,499.88	17,499.88
“ “ “ 579.....	.....	49,717.77	49,717.77
“ “ “ 581.....	.....	2,256.35	2,256.35
“ “ “ 583.....	.....	77,336.06	77,336.06
“ “ “ 610.....	.....	18,787.58	18,787.58
Unincorporated Township Roads:			
Evelyn.....	.....	2,199.85	2,119.85
German.....	.....	3,000.00	3,000.00
Godfrey.....	.....	1,945.50	1,945.50
Matheson.....	.....	2,160.18	2,160.18
Ogden.....	.....	150.00	150.00
Robb.....	.....	1,100.00	1,100.00
Shaw.....	.....	3,120.00	3,120.00
Burker.....	.....	58.36	58.36
Brower.....	.....	1,623.04	1,623.04
Calder.....	.....	2,929.23	2,929.23
Casgrain.....	349.86	3,414.34	3,764.20
Clute.....	2,940.08	4,596.05	7,536.13
Devitt.....	2,043.14	4,962.40	7,005.54
Eilber.....	754.91	2,168.92	2,923.83
Fournier.....	3,495.45	4,352.05	7,847.50
Fox.....	.....	2,870.05	2,870.05
Hanlan.....	262.50	2,945.52	3,208.02

DISTRICT	CONSTRUCTION	MAINTENANCE	TOTAL
Cochrane (Cont'd):			
Idington.....	\$ 2,858.30	\$ 1,439.47	\$ 4,297.77
Kendall.....	17,532.46	9,844.56	27,377.02
Kennedy.....		2,720.01	2,720.01
Lamarche.....		4,512.91	4,512.91
Lowther.....	1,324.67	4,193.04	5,517.71
McCrea.....		1,345.68	1,345.68
Nansen.....		1,171.24	1,171.24
Newmarket.....		3,122.12	3,122.12
O'Brien.....	2,904.51	6,203.62	9,108.13
Owens.....	3,659.04	5,107.10	8,766.14
Pyne.....	1,280.55	1,568.95	2,849.50
Way.....		7,201.94	7,201.94
Williamson.....		3,186.16	3,186.16
Development Roads:			
Val Gagne Road.....	3,316.91		3,316.91
Jessop Airport Road.....	15,225.14		15,225.14
Remi Lake Diversion Road.....	13,595.86		13,595.86
Smooth Rock Falls Junction Road.....	2,229.03		2,229.03
Black River Municipality.....		3,359.25	3,359.25
Playfair Loop.....		5,779.48	5,779.48
Concession 2, Calvert Township.....	22,308.30		22,308.30
Genier and Boundary Roads.....	8,236.84		8,236.84
	\$2,978,558.11	\$1,811,112.77	\$4,789,670.88
Haliburton:			
Highway No. 28.....	\$	\$ 15,682.38	\$ 15,682.38
“ “ 35.....	46,838.98	550,750.03	597,589.01
“ “ 60.....		12,900.88	12,900.88
“ “ 121.....	3,407.74	65,191.24	68,598.98
Miscellaneous Survey.....	689.04		689.04
Secondary Road No. 500.....	249,194.17	105,593.62	354,787.79
“ “ “ 519.....	5,462.80	70,248.84	75,711.64
“ “ “ 530.....	12,635.83	30,676.94	43,312.77
Development Roads:			
Fletcher Lake Road.....	28,982.58		28,982.58
Highland Grove-Highway No. 28.....	34,471.19		34,471.19
West Guilford-Eagle Lake.....	19,831.79		19,831.79
	\$ 401,514.12	\$ 851,043.93	\$1,252,558.05
Kenora:			
Highway No. 17.....	\$1,705,213.79	\$ 388,963.00	\$2,094,176.79
“ “ 70.....	313,659.93	90,519.61	404,179.54
“ “ 72.....		147,625.61	147,625.61
“ “ 105.....		236,793.98	236,793.98
“ “ 116.....		30,301.85	30,301.85
“ “ 119.....		36,804.80	36,804.80
“ “ 125.....		33,300.21	33,300.21
“ “ 128.....		29,551.07	29,551.07
Secondary Road No. 594.....		31,807.05	31,807.05
“ “ “ 596.....		26,263.89	26,263.89
“ “ “ 598.....		3,973.49	3,973.49
“ “ “ 601.....		29,596.65	29,596.65
“ “ “ 603.....		3,794.85	3,794.85
“ “ “ 604.....		26,797.15	26,797.15
“ “ “ 605.....		14,586.51	14,586.51
“ “ “ 609.....		27,047.92	27,047.92
“ “ “ 618.....		29,756.96	29,756.96
Unincorporated Township Roads:			
Aubrey East.....		1,264.12	1,264.12
Boys.....		406.28	406.28
Bradshaw.....		407.55	407.55
Britton.....	2,386.14	2,398.48	4,784.62
Devonshire.....		629.33	629.33
Docker.....		128.65	128.65

DISTRICT	CONSTRUCTION	MAINTENANCE	TOTAL
Kenora (Cont'd):			
Drayton.....	\$	\$ 4,537.05	\$ 4,537.05
Drayton Reserve.....	.....	511.30	511.30
Eton.....	2,843.37	3,186.66	6,030.03
Gidley.....	.....	6.56	6.56
Kirkup.....	.....	1,436.30	1,436.30
Melgund.....	3,702.26	3,183.12	6,885.38
Mutrie.....	.....	2,709.51	2,709.51
Buller.....	.....	13.25	13.25
Pellatt.....	2,034.01	2,715.10	4,749.11
Redditt.....	6,475.73	987.33	7,463.06
Redvers.....	1,719.06	1,550.30	3,269.36
Rowell.....	.....	104.50	104.50
Rugby.....	2,892.46	3,264.32	6,156.78
Smellie.....	.....	11.90	11.90
South of Pellatt.....	.....	2,067.05	2,067.05
Southworth.....	2,695.62	1,113.29	3,808.91
Van Horne.....	4,091.16	1,995.03	6,086.19
Vermilion Additional.....	.....	886.85	886.85
Wabigoon.....	3,554.61	1,550.31	5,104.92
Wainwright.....	1,311.69	1,843.40	3,155.09
Zealand.....	7,389.52	8,882.09	16,271.61
Umbach.....	.....	468.59	468.59
Ewart.....	5,390.63	.....	5,390.63
Shoal Lake Indian Reserve.....	5,390.62	.....	5,390.62
Connecting Link:			
Town of Kenora.....	.....	545.00	545.00
Development Road:			
Anderson Road and Loop.....	13,544.20	.....	13,544.20
	\$2,084,294.80	\$1,236,287.82	\$3,320,582.62
Muskoka:			
Highway No. 11.....	\$ 277,528.41	\$ 87,587.26	\$ 365,115.67
“ “ 35.....	786.99	14,834.72	15,621.71
“ “ 60.....	.....	28,292.62	28,292.62
“ “ 69.....	404,843.61	39,920.87	444,764.48
“ “ 103.....	1,137,259.66	.....	1,137,259.66
“ “ 118.....	Cr. 420.00	67,291.76	66,871.76
Miscellaneous Survey.....	1,461.65	.....	1,461.65
Secondary Road No. 514.....	.....	32,920.79	32,920.79
“ “ “ 516.....	.....	90,939.17	90,939.17
“ “ “ 525.....	.....	2,053.79	2,053.79
“ “ “ 527.....	6,353.21	60,558.82	66,912.03
“ “ “ 532.....	5,399.40	34,020.59	39,419.99
Unincorporated Township Roads:			
Baxter.....	.....	4,498.25	4,498.25
Sinclair.....	.....	2,862.10	2,862.10
Connecting Links:			
Town of Bracebridge.....	.....	734.02	734.02
Town of Gravenhurst.....	.....	2,067.78	2,067.78
Town of Huntsville.....	.....	3,634.74	3,634.74
Development Roads:			
Vankoughnet Road.....	32,042.63	.....	32,042.63
Peninsula Road.....	23,128.36	.....	23,128.36
Santa's Village Road.....	27,145.14	.....	27,145.14
Morrison Township Road.....	11,869.02	.....	11,869.02
Ravenscliffe Road.....	17,916.85	.....	17,916.85
Rosseau-Huntsville Road.....	27,327.09	.....	27,327.09
	\$1,972,642.02	\$ 472,217.28	\$2,444,859.30
Nipissing:			
Highway No. 11.....	\$ 10,488.17	\$ 255,398.30	\$ 265,886.47
“ “ 17.....	63,758.73	199,507.88	263,266.61
“ “ 60.....	29,666.43	100,714.11	130,380.54
“ “ 63.....	.....	71,371.02	71,371.02

DISTRICT	CONSTRUCTION	MAINTENANCE	TOTAL
Nipissing (Cont'd):			
Highway No. 64.....	\$ 65,381.14	\$ 181,823.48	\$ 247,204.62
“ “ 94.....	.....	10,550.51	10,550.51
“ “ 127.....	.....	36,097.13	36,097.13
Secondary Road No. 523.....	.....	30,334.07	30,334.07
“ “ “ 531.....	.....	3,580.10	3,580.10
“ “ “ 533.....	2,515.94	14,714.30	17,230.24
“ “ “ 539.....	.....	48,079.82	48,079.82
North Bay Airport Road.....	.....	7,786.26	7,786.26
Unincorporated Township Roads:			
Airy.....	.....	1,740.90	1,740.90
Dickens.....	.....	851.86	851.86
Sabine.....	.....	1,656.40	1,656.40
Badgerow.....	1,951.57	4,464.28	6,415.85
Bastedo.....	.....	699.54	699.54
Boulter.....	.....	19.10	19.10
Clement.....	82.88	18.57	101.45
Crerar.....	.....	2,571.61	2,571.61
Dana.....	82.88	18.57	101.45
Falconer.....	3,171.98	2,753.87	5,925.85
Gibbons.....	.....	1,521.67	1,521.67
Gladman.....	.....	8.44	8.44
Grant.....	.....	3,095.66	3,095.66
Hugel.....	2,288.38	4,323.02	6,611.40
Kirkpatrick.....	1,807.14	7,296.31	9,103.45
Lauder.....	1,246.22	519.80	1,766.02
MacPherson.....	.....	6,738.49	6,738.49
McLaren.....	.....	.94	.94
Merrick.....	.....	22.60	22.60
Pardo.....	3.31	3.71	7.02
Pentland.....	65.59	27.36	92.95
Phelps.....	3,067.35	3,858.74	6,926.09
Poitras.....	20.62	50.75	71.37
Wyse.....	185.58	456.75	642.33
Strathy.....	.....	26.99	26.99
Connecting Link:			
Town of Sturgeon Falls.....	.....	374.81	374.81
Development Roads:			
Alderdale-Chiswick.....	2,841.52	.....	2,841.52
Booth Track Road.....	16,040.86	.....	16,040.86
Corbeil-Nosbonsing Lake.....	5,861.90	.....	5,861.90
Connecting Road, Bonfield Township.....	2,236.20	.....	2,236.20
Mattawa Westerly.....	20,077.85	.....	20,077.85
Boundary Road-Chisholm, East Ferris.....	.....	7,523.35	7,523.35
Cache Bay-Cedarette.....	.....	11,810.34	11,810.34
	\$ 232,842.24	\$1,022,411.41	\$1,255,253.65
Parry Sound:			
Highway No. 11.....	\$ 886,421.14	\$ 128,053.14	\$1,014,474.28
“ “ 69.....	250,587.91	167,819.90	418,407.81
“ “ 94.....	.....	917.51	917.51
“ “ 124.....	157,358.61	104,358.00	261,716.61
Secondary Road No. 510.....	.....	1,744.31	1,744.31
“ “ “ 518.....	33,719.56	105,946.68	139,666.24
“ “ “ 520.....	.....	89,225.49	89,225.49
“ “ “ 522.....	41,512.99	107,535.79	149,048.78
“ “ “ 524.....	.....	5,812.73	5,812.73
“ “ “ 526.....	.....	6,482.86	6,482.86
“ “ “ 529.....	.....	6,527.71	6,527.71
“ “ “ 532.....	28,449.23	33,867.69	62,316.92
“ “ “ 534.....	.....	78,596.46	78,596.46
Unincorporated Township Roads:			
Bethune.....	3,381.54	1,673.00	5,054.54
Burpee.....	1,703.28	2,006.44	3,709.72
Conger.....	4,446.19	2,142.08	6,588.27
Croft.....	5,972.63	6,046.39	12,019.02

DISTRICT	CONSTRUCTION	MAINTENANCE	TOTAL
Parry Sound (Cont'd):			
Ferguson.....	\$ 3,886.20	\$ 1,546.89	\$ 5,433.09
Gurd.....	2,809.23	5,350.13	8,159.36
Hardy.....	3,475.92	3,377.07	6,852.99
Harrison.....	6,855.08	1,711.39	8,566.47
Henvey.....	1,719.07	1,574.68	3,293.75
Laurier.....	2,498.39	2,615.45	5,113.84
Lount.....	3,457.21	4,569.93	8,027.14
McConkey.....	998.36	1,370.43	2,368.79
McKenzie.....	1,703.29	2,006.44	3,709.73
Mills.....	3,475.91	3,377.08	6,852.99
Monteith.....	2,436.76	2,582.82	5,019.58
Mowat.....	994.91	.....	994.91
Patterson.....	1,975.71	4,578.83	6,554.54
Pringle.....	1,997.67	4,997.21	6,994.88
Proudfoot.....	3,918.47	2,079.45	5,997.92
Spence.....	1,821.37	4,069.69	5,891.06
Wallbridge.....	6,635.20	4,121.42	10,756.62
Wilson.....	998.36	1,370.44	2,368.80
Development Roads:			
Peninsula Road.....	26,554.48	.....	26,554.48
Lighthouse Beach Road.....	.....	11,902.36	11,902.36
Booth Track Road.....	4,010.21	.....	4,010.21
Old Nipissing Road, Chapman Twp....	4,553.47	.....	4,553.47
Orrville-Rosseau Road.....	9,009.98	.....	9,009.98
Township of Machar.....	8,136.60	.....	8,136.60
South Himsworth.....	9,642.84	.....	9,642.84
Blackstone Road.....	15,875.42	.....	15,875.42
Burden Lake Road.....	10,873.64	.....	10,873.64
Side Road No. 30, Strong Township....	10,024.61	.....	10,024.61
Green Acres-Kearney Road.....	4,380.68	.....	4,380.68
Middle River Road.....	12,073.02	.....	12,073.02
Township of Joley.....	3,205.44	.....	3,205.44
Axe Lake Road.....	4,964.39	.....	4,964.39
Sword's Road.....	.....	6,797.83	6,797.83
Parry Island Indian Reserve- Rose Pt. Bridge.....	.....	7,449.75	7,449.75
Old Nipissing Road, Humphrey Twp....	.....	6,405.08	6,405.08
Wade's Landing Road.....	10,767.28	.....	10,767.28
	\$1,599,282.25	\$ 932,610.55	\$2,531,892.80
Rainy River:			
Highway No. 70.....	\$ 8,412.46	\$ 64,153.16	\$ 72,565.62
" " 71.....	511,309.39	112,162.51	623,471.90
" " 120.....	509,274.29	65,674.63	574,948.92
Secondary Road No. 592.....	.....	4,019.51	4,019.51
" " " 600.....	4,840.52	66,046.95	70,887.47
" " " 602.....	.....	41,307.20	41,307.20
" " " 611.....	.....	19,440.58	19,440.58
" " " 613.....	13,599.76	42,576.53	56,176.29
" " " 615.....	6,356.25	41,801.13	48,157.38
" " " 617.....	.....	42,617.35	42,617.35
" " " 619.....	.....	40,205.36	40,205.36
" " " 621.....	63,506.33	55,579.92	119,086.25
" " " 622.....	.....	5,123.23	5,123.23
" " " 623.....	.....	27,529.83	27,529.83
Unincorporated Township Roads:			
Dance.....	.....	1,254.43	1,254.43
Dewart.....	783.79	1,279.76	2,063.55
Indian Reserve No. 11.....	.....	261.85	261.85
Indian Reserve No. 18B.....	.....	561.80	561.80
Miscampbell.....	.....	1,871.79	1,871.79
Nelles.....	1,235.25	1,674.02	2,909.27
North of Fleming.....	.....	220.05	220.05
Sifton.....	896.70	1,842.11	2,738.81
Spohn.....	910.57	815.72	1,726.29

DISTRICT	CONSTRUCTION	MAINTENANCE	TOTAL
Rainy River (Cont'd):			
Sutherland.....	\$ 289.98	\$ 1,049.03	\$ 1,339.01
Indian Reserve No. 17A.....		891.81	891.81
Connecting Links:			
Town of Fort Frances.....	790.17	783.43	1,573.60
Town of Rainy River.....		257.62	257.62
Development Roads:			
Burriss Road.....	28,371.68		28,371.68
Saturn Ave. Extension- Highway No. 120, Atikokan.....	26,198.69		26,198.69
	\$1,176,775.83	\$ 641,001.31	\$1,817,777.14
Sudbury:			
Highway No. 17.....	\$ 400,088.99	\$ 195,148.96	\$ 595,237.95
" " 64.....	12,424.38	70,475.05	82,899.43
" " 68.....		75,712.28	75,712.28
" " 69.....	855,437.68	180,755.33	1,036,193.01
" " 129.....	24,329.62	113,672.98	138,002.60
Sidewalk:			
Townships of Neelon and Garson.....	2,366.80		2,366.80
Secondary Road No. 528.....		20,055.44	20,055.44
" " " 535.....	57,668.96	67,890.89	125,559.85
" " " 536.....	274,960.20	4,392.65	279,352.85
" " " 537.....		21,898.62	21,898.62
" " " 539.....		6,175.77	6,175.77
" " " 541.....		51,331.74	51,331.74
" " " 543.....		10,424.65	10,424.65
" " " 544.....	279,614.93	127,716.38	407,331.31
" " " 545.....	1,011.62	29,521.32	30,532.94
" " " 547.....		1,542.50	1,542.50
" " " 549.....		30,228.87	30,228.87
" " " 553.....		8,647.10	8,647.10
" " " 560.....	3,996.48	106,303.06	110,299.54
" " " 606.....		1,935.45	1,935.45
" " " 607.....	12,047.25	13,871.51	25,918.76
" " " 616.....		28,046.21	28,046.21
Kukutash Road-Palomar.....	9,126.14		9,126.14
Unincorporated Township Roads:			
Afton.....	79.59	7.43	87.02
Allen.....		203.47	203.47
Bigwood.....		3,193.97	3,193.97
Davis.....		28.74	28.74
Delamere.....		1,191.13	1,191.13
Hoskin.....		414.16	414.16
Haddo.....		153.48	153.48
Henry.....		1,854.61	1,854.61
Janes.....	49.58	28.71	78.29
McNish.....	82.88	18.57	101.45
Scollard.....		1,460.82	1,460.82
Noble.....	1,368.50		1,368.50
Togo.....	1,368.50		1,368.50
Mattagami.....	1,368.50		1,368.50
Awrey.....		415.68	415.68
Broder.....		3,667.89	3,667.89
Burwash.....	678.96	1,839.15	2,518.11
Cleland.....		1,787.67	1,787.67
Curtin.....		64.34	64.34
Dill.....	650.63	80.00	730.63
Dryden.....		2,108.17	2,108.17
Ermatinger.....		478.80	478.80
Fairbank.....		930.74	930.74
Foster.....		292.77	292.77
Hawley.....		105.13	105.13
Lorne.....		2,967.75	2,967.75
Loughrin.....		2,064.10	2,064.10
Louise.....		3,337.67	3,337.67

DISTRICT	CONSTRUCTION	MAINTENANCE	TOTAL
Sudbury (Cont'd):			
MacLennan.....	\$	\$ 1,415.59	\$ 1,415.59
Merritt.....	.....	4,348.28	4,348.28
Secord.....	.....	234.54	234.54
Snider.....	597.91	320.57	918.48
Street.....	.....	359.87	359.87
Tilton.....	.....	184.00	184.00
Wisner.....	.....	446.87	446.87
McKinnon.....	.....	352.85	352.85
Salter Broken Front.....	.....	391.81	391.81
Shakespeare.....	.....	500.00	500.00
Development Roads:			
Chelmsford-Val Caron Road.....	86,655.05	.....	86,655.05
Bancroft Drive.....	58,106.11	.....	58,106.11
Ramsay Lake Road.....	29,694.21	.....	29,694.21
Long Lake Road.....	.....	7,405.03	7,405.03
From Sec. Rd. No. 544-Creighton Bdry.	28,935.40	.....	28,935.40
Warren-St. Charles.....	.....	13,521.17	13,521.17
	\$2,142,708.87	\$1,223,922.29	\$3,366,631.16
Temiskaming:			
Highway No. 11.....	\$ 244,544.15	\$ 267,345.61	\$ 511,889.76
“ “ 65.....	159,757.23	242,898.37	402,655.60
“ “ 66.....	432,900.68	147,166.81	580,067.49
“ “ 101.....	19,339.17	10,122.16	29,461.33
“ “ 112.....	11,299.60	15,813.08	27,112.68
Secondary Road No. 558.....	.....	28,691.33	28,691.33
“ “ “ 560.....	21,576.60	166,313.57	187,890.17
“ “ “ 562.....	.....	20,792.48	20,792.48
“ “ “ 564.....	.....	11,017.85	11,017.85
“ “ “ 566.....	.....	17,170.81	17,170.81
“ “ “ 567.....	6,653.95	48,992.84	55,646.79
“ “ “ 568.....	.....	1,001.79	1,001.79
“ “ “ 569.....	.....	40,394.34	40,394.34
“ “ “ 570.....	.....	2,969.37	2,969.37
“ “ “ 571.....	.....	8,669.58	8,669.58
“ “ “ 573.....	12,974.35	16,856.62	29,830.97
“ “ “ 616.....	.....	8,366.13	8,366.13
Unincorporated Township Roads:			
Barber.....	.....	964.53	964.53
Bayly.....	.....	1,233.90	1,233.90
Beauchamp.....	.....	6,150.43	6,150.43
Benoit.....	.....	1,326.00	1,326.00
Blain.....	.....	592.35	592.35
Bryce.....	.....	514.11	514.11
Cane.....	.....	3,593.22	3,593.22
Catherine.....	23,389.00	809.66	24,198.66
Corkill.....	.....	147.45	147.45
Eby.....	.....	3,398.41	3,398.41
Grenfell.....	.....	1,570.80	1,570.80
Henwood.....	.....	9,369.37	9,369.37
Ingram.....	.....	4,780.03	4,780.03
Keefer.....	.....	1,624.80	1,624.80
Lawson.....	.....	75.80	75.80
Lebel.....	.....	413.75	413.75
Lorrain.....	.....	263.78	263.78
Maisonville.....	.....	442.00	442.00
Marquis.....	143.00	6,114.71	6,257.71
Marter.....	18,829.44	5,974.62	24,804.06
Otto.....	.....	4,282.13	4,282.13
Pacaud.....	.....	4,496.06	4,496.06
Pense.....	1,384.68	98.08	1,482.76
Robillard.....	.....	5,710.19	5,710.19
Savard.....	.....	4,030.81	4,030.81
Sharpe.....	.....	2,486.80	2,486.80
Tudhope.....	.....	63.50	63.50

DISTRICT	CONSTRUCTION	MAINTENANCE	TOTAL
Temiskaming (Cont'd):			
Connecting Links:			
Town of Cobalt.....	\$	\$ 2,893.49	\$ 2,893.49
Town of Haileybury.....	.....	176.10	176.10
Town of New Liskeard.....	.....	624.48	624.48
Development Roads:			
Silver Miller Road.....	3,058.35	.....	3,058.35
Brethour Township Road.....	5,645.06	.....	5,645.06
Casey Township Road.....	3,426.96	.....	3,426.96
Martin Bird Road.....	23,846.46	.....	23,846.46
Highway No. 11-Tomstown Road.....	.....	25,136.52	25,136.52
Dawson Point Road.....	25,998.33	.....	25,998.33
Twin Lake Road.....	32,060.13	.....	32,060.13
	\$1,046,827.14	\$1,153,940.62	\$2,200,767.76
Thunder Bay:			
Highway No. 11.....	\$ 704,943.24	\$ 215,317.91	\$ 920,261.15
" " 17.....	5,562,469.82	488,274.08	6,050,743.90
" " 17A.....	.....	40,768.13	40,768.13
" " 61.....	119,815.66	62,226.40	182,042.06
" " 120.....	617,894.47	89,277.32	707,171.79
" " 130.....	3,725.06	37,964.59	41,689.65
Heron Bay Access Road.....	4,988.78	.....	4,988.78
Secondary Road No. 580.....	.....	3,974.29	3,974.29
" " " 582.....	.....	5,911.82	5,911.82
" " " 584.....	.....	2,840.95	2,840.95
" " " 585.....	.....	36,236.73	36,236.73
" " " 586.....	.....	2,593.64	2,593.64
" " " 587.....	.....	26,572.93	26,572.93
" " " 588.....	22,672.32	45,979.39	68,651.71
" " " 589.....	.....	36,065.32	36,065.32
" " " 590.....	.....	37,008.83	37,008.83
" " " 591.....	.....	12,367.78	12,367.78
" " " 593.....	.....	38,482.32	38,482.32
" " " 595.....	16,880.75	79,617.34	96,498.09
" " " 597.....	.....	24,523.95	24,523.95
" " " 599.....	222,265.17	129,985.27	352,250.44
" " " 608.....	.....	15,179.83	15,179.83
" " " 614.....	269.24	56,103.94	56,373.18
Unincorporated Township Roads:			
Armstrong.....	.....	1,300.52	1,300.52
Dawson Road Lots.....	1,651.58	2,197.06	3,848.64
Devon.....	2,392.34	1,803.32	4,195.66
Forbes.....	1,947.37	4,069.47	6,016.84
Fowler.....	2,094.12	1,947.69	4,041.81
Goldie.....	534.15	459.74	993.89
Gorham.....	3,782.98	6,391.49	10,174.47
Jacques.....	1,192.72	3,143.08	4,335.80
Jackfish.....	896.53	491.69	1,388.22
Kilkenny.....	997.60	901.87	1,899.47
Lybster.....	1,714.50	2,863.59	4,578.09
Lyon.....	946.10	212.00	1,158.10
Marks.....	1,726.25	3,026.52	4,752.77
Nakina.....	.....	2,714.62	2,714.62
Pearson.....	3,421.10	9,965.55	13,386.65
Rossport.....	644.20	1,098.49	1,742.69
Scoble.....	1,191.45	2,997.04	4,188.49
Sibley.....	1,165.36	2,670.03	3,835.39
Stirling.....	974.11	1,354.41	2,328.52
Strange.....	5,420.76	1,587.36	7,008.12
Upsala.....	1,179.93	1,656.10	2,836.03
Ware.....	3,612.66	8,461.06	12,073.72
Leduc.....	.....	15.75	15.75
Development Roads:			
Pardee Township Road.....	34,537.97	.....	34,537.97
Mountain Road.....	14,480.55	.....	14,480.55

DISTRICT	CONSTRUCTION	MAINTENANCE	TOTAL
Thunder Bay (Cont'd):			
Paipoonge Township Road.....	\$ 26,483.49	\$	\$ 26,483.49
Fish Hatchery Road.....	6,530.55	.....	6,530.55
20th Sideroad, Neebing Township.....	39,071.45	.....	39,071.45
Red Rock Road, Nipigon Township.....	30,690.20	.....	30,690.20
John Street Road, McIntyre Township.....	88,340.01	.....	88,340.01
From Highway No. 61 Easterly, Blake Township.....	19,404.83	.....	19,404.83
Highway No. 61-Cloud Bay, Crooks Township.....	.....	24,474.63	24,474.63
From Highway No. 17 through Nipigon Township.....	.....	14,516.59	14,516.59
Marks Township to Secondary Road No. 595, O'Connor Township.....	.....	9,115.38	9,115.38
From Highway No. 17-Lake Superior, Schreiber Township.....	.....	9,337.77	9,337.77
	\$7,572,949.37	\$1,606,045.58	\$9,178,994.95
COUNTY AND DISTRICT TOTAL.....	\$87,496,589.97	\$31,761,435.54	\$119,258,025.51

	CONSTRUCTION	MAINTENANCE	TOTAL
General Expenses:			
Stock.....	\$	\$ 759,609.88	\$ 759,609.88
Lands and Buildings.....	2,544,834.18	249,174.17	2,794,008.35
Weigh Scales.....	.....	24,277.62	24,277.62
Road Equipment.....	.....	2,964,313.29	2,964,313.29
District Office and General Engineering.....	3,177,604.53	2,998,812.40	6,176,416.93
Land Surveys.....	2,762,999.47	.....	2,762,999.47
Planning and Design.....	2,965,839.41	.....	2,965,839.41
Property Purchases.....	13,794,264.83	.....	13,794,264.83
Dominion Government Repayments.....	Cr.4,855,053.08	.....	Cr.4,855,053.08
Net General Expense.....	Cr.2,026,866.35	4,406,612.93	2,379,746.58
TOTAL NET EXPENDITURE.....	\$105,860,212.96	\$43,164,235.83	\$149,024,448.79

Inventories March 31, 1957.....	\$5,388,290.34
Inventories March 31, 1956.....	4,628,680.46
Increase.....	\$ 759,609.88

APPENDIX No. 2

DEPARTMENT EXPENDITURE BY ROADS, ETC.

April 1, 1956, to March 31, 1957

HIGHWAY No.	LOCATION	MILE- AGE	CONSTRUCTION	MAINTENANCE	TOTAL
2	Windsor-Quebec Boundary.....	542.2	\$3,695,361.74	\$1,411,606.83	\$5,106,968.57
2B	Hwy. No. 2 Howard Ave.- Hwy. No. 3 Dougall Ave.....	5.9		1,157.24	1,157.24
3	Windsor-Fort Erie.....	260.0	2,004,049.65	730,362.00	2,734,411.65
3A	Chambers Corners- Niagara Falls.....	24.8		44,981.65	44,981.65
3B	Jct. Hwy. No. 3-Windsor.....	6.0	5,143.15	5,237.98	10,381.13
3C	Ridgeway-Fort Erie.....	7.5		21,528.90	21,528.90
4	Port Stanley-Flesherton.....	155.5	65,219.43	480,278.09	545,497.52
5	Toronto-Paris (via Dundas St.).....	65.6	847,211.85	174,428.62	1,021,640.47
6	Port Dover-Tobermory.....	225.1	1,578,636.37	658,173.86	2,236,810.23
7	Sarnia-Perth.....	403.6	1,227,859.68	961,232.64	2,189,092.32
7A	Manchester-Peterborough.....	41.3	4,673.15	71,344.75	76,017.90
8	Niagara Falls-Goderich.....	155.7	663,727.14	366,781.43	1,030,508.57
8A	St. Davids-Queenston.....	2.6		13,513.34	13,513.34
9	Schomberg-Kincardine.....	112.8	1,011.78	726,507.82	727,519.60
10	Port Credit-Owen Sound.....	105.0	27,113.07	231,163.51	258,276.58
11	Toronto-Nipigon.....	851.0	6,293,527.67	2,032,725.52	8,326,253.19
12	Whitby-Midland and Penetang.....	99.1	516,066.17	596,606.14	1,112,672.31
14	Picton-Marmora.....	51.4	1,233.70	142,864.55	144,098.25
15	Ottawa-Kingston.....	131.0	1,028,513.12	234,301.20	1,262,814.32
16	Ottawa-Johnstown Corners.....	58.9	512,798.47	98,873.93	611,672.40
17	Quebec Boundary-Agawa River and Marathon- Manitoba Boundary.....	1,208.6	10,105,181.35	2,482,655.53	12,587,836.88
17A	Port Arthur-Hwy. No. 17.....	21.0		40,768.13	40,768.13
18	Leamington-Windsor.....	49.0	450,586.43	47,569.02	498,155.45
18A	Kingsville-Hwy. No. 18.....	20.0		21,789.44	21,789.44
19	Port Burwell-Tralee.....	92.2	318,729.53	192,614.47	511,344.00
20	Niagara Falls-Burlington.....	53.3	433.58	234,792.08	235,225.66
21	Morpeth-Owen Sound.....	207.0	541,670.68	390,154.04	931,824.72
22	London-Sarnia.....	61.5	597.22	416,685.74	417,282.96
23	Elginfield-Teviotdale.....	60.6	83,320.47	127,602.12	210,922.59
24	Port Dover-Collingwood.....	143.4	44,476.56	290,504.24	334,980.80
24A	Paris-Galt.....	13.1		23,867.04	23,867.04
25	Queen Elizabeth Way-Acton.....	27.3	34.44	82,901.36	82,935.80
26	Barrie-Owen Sound.....	74.6	279,032.20	337,957.92	616,990.12
27	Long Branch-Penetang- Midland.....	91.8	1,499,666.71	472,403.76	1,972,070.47
28	Port Hope-Bancroft.....	95.9	329,880.41	254,020.25	583,900.66
29	Brockville-Arnrior.....	76.4	164,377.35	138,607.59	302,984.94
30	Brighton-Havelock.....	32.0	266.35	48,439.86	48,706.21
31	Morrisburg-Ottawa.....	48.4	259,919.11	93,672.54	353,591.65
32	Gananoque-Hwy. No. 15.....	12.4		23,641.47	23,641.47
33	Kingston-Stirling.....	87.4	36,232.26	249,948.17	286,180.43
34	Lancaster-Hawkesbury.....	38.1	327.03	279,009.34	279,336.37
35	Newcastle-Huntsville.....	136.5	770,979.78	682,505.93	1,453,485.71
35A	Hwy. No. 35-Fenelon Falls.....	2.2		3,074.87	3,074.87
36	Hwy. No. 7-Burleigh Falls.....	45.4	91,645.72	192,143.68	283,789.40
37	Belleville-Actinolite.....	29.3	3,096.10	81,113.27	84,209.37
38	Cataraqui-Hwy. No. 7.....	43.8	439,346.68	164,866.31	604,212.99
39	Windsor-Belle River.....	21.5	379,556.13	20,078.19	399,634.32
40	Sarnia-Chatham.....	50.1	38,939.79	53,913.89	92,853.68
41	Picton-Napanee-Golden Lake.....	129.5	255,168.45	218,701.75	473,870.20
42	Forthton-Westport.....	34.0		86,976.38	86,976.38
43	Alexandria-Hwy. No. 31.....	38.7	167,705.78	78,464.84	246,170.62
44	Almonte-Carp.....	14.0	4,254.50	23,779.30	28,033.80
45	Cobourg-Norwood.....	33.0	265,081.19	70,857.42	335,938.61

HIGHWAY No.	LOCATION	MILE- AGE	CONSTRUCTION	MAINTENANCE	TOTAL
46	Hwy. No. 7-Coboconk (via Kirkfield).....	34.0	\$ 195,096.82	\$ 49,134.98	\$ 244,231.80
47	Hwy. No. 12-Hwy. No. 48.....	20.5	157,726.87	58,852.53	216,579.40
48	Hwy. No. 401-Beaverton.....	51.2	111,079.94	292,987.23	404,067.17
49	Kleinburg-Hwy. No. 50.....	3.5	409.40	10,163.27	10,572.67
50	Hwy. No. 7-Hwy. No. 9 (via Bolton).....	18.0	13,123.47	86,286.12	99,409.59
51	Hwy. No. 24-Hwy. No. 10.....	2.5	.....	12,832.40	12,832.40
52	Wentworth County Line Hwy. No. 2.....	18.5	.....	50,077.21	50,077.21
53	Eastwood-Hwy. No. 20 (via Brantford).....	48.9	12,933.31	175,468.90	188,402.21
54	Cainsville-Cayuga.....	27.0	3,533.87	91,299.48	94,833.35
55	Hwy. No. 53-Hamilton.....	4.0	.....	6,276.43	6,276.43
56	Jct. Hwy. No. 53 and No. 20- Canfield.....	15.5	145,884.88	47,430.86	193,315.74
57	Bismarck-Hwy. No. 3A.....	9.0	.....	25,249.17	25,249.17
58	St. Catharines-Port Colborne..	24.0	69,761.36	69,578.36	139,339.72
59	Woodstock-Delhi.....	26.5	.....	60,161.06	60,161.06
60	Huntsville-Golden Lake.....	123.2	32,632.06	200,981.79	233,613.85
61	Fort William-International Boundary.....	42.9	119,815.66	62,226.40	182,042.06
62	Madoc-Pembroke.....	118.0	4,036.25	364,738.01	368,774.26
63	North Bay-Timiskaming.....	41.0	.....	71,371.02	71,371.02
64	Hwy. No. 69-Marten River.....	91.9	77,805.52	252,298.53	330,104.05
65	Matatchewan-Quebec Boundary (via New Liskeard).....	80.7	159,757.23	242,898.37	402,655.60
66	Matatchewan-Quebec Boundary (via Kirkland Lake).....	62.7	432,900.68	147,166.81	580,067.49
67	Iroquois Falls-Hwy. No. 101....	23.3	.....	46,413.56	46,413.56
68	South Baymouth-McKerrow.....	77.2	495.83	314,216.10	314,711.93
69	Brechin-Parry Sound- Capreol.....	197.4	1,777,898.42	431,025.86	2,208,924.28
70	Hwy. No. 17-Hwy. No. 71.....	100.7	322,072.39	154,672.77	476,745.16
71	Fort Frances-Rainy River.....	58.9	511,309.39	112,162.51	623,471.90
72	Dinorwic-Sioux Lookout.....	48.0	.....	147,625.61	147,625.61
73	Port Bruce-Dorchester Road..	23.0	8,967.43	48,863.01	57,830.44
74	New Sarum-Nilestown.....	14.0	1,058.00	231,944.77	233,002.77
75	Wallacetown-Dutton.....	2.5	.....	5,287.08	5,287.08
76	Eagle-West Lorne.....	3.5	.....	6,804.44	6,804.44
77	New Glasgow-Rodney.....	4.0	.....	8,681.49	8,681.49
78	Wallaceburg-Dresden.....	10.5	4,950.61	13,313.37	18,263.98
79	Hwy. No. 2-Hwy. No. 7.....	28.9	144,855.48	35,682.73	180,538.21
80	Hwy. No. 2-Alvinston.....	13.0	235,707.90	60,277.43	295,985.33
81	Delaware-Grand Bend.....	44.0	165,658.86	114,876.20	280,535.06
82	Hwy. No. 7-Port Franks.....	7.0	.....	23,794.35	23,794.35
83	Hwy. No. 21-Hwy. No. 23.....	24.0	281,159.38	72,323.28	353,482.66
84	St. Joseph-Hensall.....	10.5	.....	43,853.02	43,853.02
85	Kitchener-Elmira.....	12.0	29,301.53	18,120.61	47,422.14
86	Amberley-Hwy. No. 7.....	79.0	557,783.10	231,484.76	789,267.86
87	Bluevale-Harriston.....	19.5	189,120.18	42,001.84	231,122.02
88	Bondhead-Bradford.....	6.0	244,016.29	17,648.86	261,665.15
89	Primrose-Cookstown.....	23.5	370,122.19	64,137.11	434,259.30
90	Angus-Barrie.....	12.6	935.65	46,043.36	46,979.01
91	Duntroon-Stayner.....	5.2	.....	19,707.74	19,707.74
92	Elmvale-Wasaga Beach.....	9.0	37,678.01	35,277.93	72,955.94
93	Crown Hill-Waverley.....	17.5	498,860.01	78,857.71	577,717.72
94	Callander-Hwy. No. 17.....	6.5	.....	11,468.02	11,468.02
95	Wolfe Island North and South Road.....	7.0	.....	15,441.39	15,441.39
96	Wolfe Island East and West Road.....	20.0	729.93	42,255.12	42,985.05
97	Hickson-Freelton.....	44.5	1,748.88	135,997.24	137,746.12
98	Windsor-Blenheim.....	58.7	912.00	66,972.01	67,884.01

HIGHWAY No.	LOCATION	MILE- AGE	CONSTRUCTION	MAINTENANCE	TOTAL
99	Dundas-Hwy. No. 24.....	16.5	\$	\$ 46,814.82	\$ 46,814.82
100	Thamesford-Hwy. No. 7.....	16.0	17,058.11	68,281.80	85,339.91
101	Warren Lake-East End of Highway.....	108.7	70,234.55	683,453.24	753,687.79
102	Jct. Hwy. No. 2-Dundas.....	2.2	.....	8,013.45	8,013.45
103	Waubauskene-Port Severn.....	6.4	1,443,006.16	24,844.50	1,467,850.66
104	Hwy. No. 9-Grand Valley.....	1.76	.....	4,168.96	4,168.96
105	Hwy. No. 17-Red Lake.....	111.9	.....	236,793.98	236,793.98
106	Welcome-Dale.....	2.7	177.56	7,212.01	7,389.57
107	Ruthven-Hwy. No. 18.....	1.0	.....	1,315.82	1,315.82
110	Hwy. No. 15-Hwy. No. 29 (Carleton Place).....	1.8	.....	3,200.48	3,200.48
112	Hwy. No. 11-Hwy. No. 66.....	12.6	11,299.60	15,813.08	27,112.68
114	Hwy. No. 98-Hwy. No. 3.....	1.2	.....	1,249.98	1,249.98
115	Hwy. No. 35-Hwy. No. 28.....	16.7	254,001.57	29,745.10	283,746.67
116	Patricia-Hudson.....	10.0	.....	30,301.85	30,301.85
118	Glen Orchard-Dorset.....	53.3	Cr. 420.00	67,291.76	66,871.76
119	Hwy. No. 17-Richan.....	13.9	.....	36,804.80	36,804.80
120	Hwy. No. 17-Atikokan.....	87.7	1,127,168.76	154,951.95	1,282,120.71
121	Hwy. No. 35-Tory Hill.....	67.3	34,339.52	121,737.45	156,076.97
122	Hwy. No. 2-Queen Elizabeth Way.....	3.7	461,616.40	23,076.63	484,693.03
124	Parry Sound-Sundridge.....	52.4	157,358.61	104,358.00	261,716.61
125	Hwy. No. 105-Red Lake Airport.....	7.2	.....	33,300.21	33,300.21
127	Maynooth-Whitney.....	27.5	109,461.23	54,612.31	164,073.54
128	Kenora-Redditt.....	18.9	.....	29,551.07	29,551.07
129	Aubrey Falls-Chapleau.....	81.4	24,329.62	170,327.93	194,657.55
130	Hwy. No. 61-Port Arthur.....	20.3	3,725.06	37,964.59	41,689.65
132	Hwy. No. 41-Renfrew.....	19.5	25,300.58	38,842.63	64,143.21
133	Hwy. No. 28-Hwy. No. 7.....	5.4	.....	4,005.24	4,005.24
400	Hwy. No. 401-Hwy. No. 11.....	53.2	122,816.85	477,059.55	599,876.40
401	Hwy. No. 4-Hwy. No. 2; Hwy. No. 27-Newcastle; Hwy. No. 98-Hwy. No. 2; Gananoque- Jct. Hwy. No. 2.....	146.6	20,907,301.17	704,599.64	21,611,900.81
402	Hwy. No. 7-Blue Water Bridge.....	3.8	221,325.75	5,479.70	226,805.45
	Queen Elizabeth Way.....	97.3	7,768,331.14	568,905.27	8,337,236.41
Secondary Roads					
500	Bobcaygeon-Kinmount- Bancroft-Hermon.....	.....	310,856.15	184,349.90	495,206.05
501	Port Severn-Honey Harbour.....	.....	.....	30,577.04	30,577.04
502	Napanee-Marysville.....	.....	.....	5,180.21	5,180.21
503	Kirkfield-Sebright-Norland- Kinmount.....	.....	202,124.76	135,281.87	337,406.63
504	Apsley-Chandos Lake Loop.....	.....	335.26	51,309.43	51,644.69
505	Uphill Southerly-Hwy. No. 46.....	.....	.....	16,682.56	16,682.56
506	Plevna Westerly-Hwy. No. 41.....	.....	24,362.28	49,368.18	73,730.46
507	Hwy. No. 36-Rockcroft- Gooderham.....	.....	.....	37,033.03	37,033.03
508	Burnstown-Calabogie- Black Donald.....	.....	.....	40,725.08	40,725.08
509	Clarendon Southerly- Hwy. No. 7.....	.....	696.34	17,709.88	18,406.22
510	Magnetawan-Hwy. No. 124.....	.....	.....	1,744.31	1,744.31
511	Calabogie-White-Brightside.....	.....	.....	29,700.78	29,700.78
512	Eganville-Lake Clear-Cormac.....	.....	.....	19,202.75	19,202.75
513	Dacre-Hyndford.....	.....	4,883.87	20,488.58	25,372.45
514	Hillside-Interlaken.....	.....	.....	32,920.79	32,920.79
515	Combermere-Quadville.....	.....	.....	35,094.47	35,094.47
516	Utterson-Windermere.....	.....	.....	90,939.17	90,939.17
517	Combermere-New Carlow.....	.....	911.00	20,441.72	21,352.72
518	Emsdale-Parry Sound.....	.....	33,791.56	105,946.68	139,666.24

HIGHWAY No.	LOCATION	MILE- AGE	CONSTRUCTION	MAINTENANCE	TOTAL
519	Hwy. No. 121-Haliburton- Redstone Lake.....		\$ 5,462.80	\$ 70,248.84	\$ 75,711.64
520	Burks Falls-Magnetawan- Dunchurch-Ardbeg.....			89,225.49	89,225.49
521	Brudenell-Killaloe- Round Lake.....			39,609.36	39,609.36
522	Trout Creek-Loring.....		41,512.99	107,535.79	149,048.78
523	Madawaska-Cross Lake.....			30,334.07	30,334.07
524	Road No. 522-Road No. 534.....			5,812.73	5,812.73
525	Gravenhurst-Muskoka Sanitarium Road.....			2,053.79	2,053.79
526	Hwy. No. 69-Britt.....			6,482.86	6,482.86
527	Huntsville-Baysville.....		6,353.21	60,558.82	66,912.03
528	Hwy. No. 64-Wolseley Bay.....			20,055.44	20,055.44
529	Hwy. No. 69-Bayfield.....			6,527.71	6,527.71
530	Carnarvon-West Guilford- Road No. 519.....		12,635.83	30,676.94	43,312.77
531	Bonfield-Hwy. No. 17.....			3,580.10	3,580.10
532	Falkenburg-Rosseau- Hayes Corners.....		33,848.63	67,888.28	101,736.91
533	Mattawa-Harrington.....		2,515.94	14,714.30	17,230.24
534	Powassan-Restoule.....			78,596.46	78,596.46
535	Riviere Veuve-Hagar- Noelville.....		57,668.96	67,890.89	125,559.85
536	Hwy. No. 17-Creighton Mine.....		274,960.20	4,392.65	279,352.85
537	Wanapitei-Wanup- Hwy. No. 69.....			21,898.62	21,898.62
538	Algoma By-Pass.....			3,300.87	3,300.87
539	Warren-River Valley-Field.....			54,255.59	54,255.59
540	Little Current-Meldrum Bay.....		8,522.95	254,400.79	262,923.74
541	Hwy. No. 17-Falconbridge- Skead.....			51,331.74	51,331.74
542	Tehkummah-Hwy. No. 68- Mindemoya to Gore Bay.....			152,918.58	152,918.58
543	Hwy. No. 69-Long Lake.....			10,424.65	10,424.65
544	Sudbury-Levack- Geneva Lake.....		279,614.93	127,716.38	407,331.31
545	Bailey's Corners-Hanmer- Capreol-Milnet.....		1,011.62	29,521.32	30,532.94
546	Iron Bridge-Mount Lake.....			47,787.04	47,787.04
547	Sudbury-Frood.....			1,542.50	1,542.50
548	St. Joseph's Island Road.....			73,943.08	73,943.08
549	Whitefish-Lake Penage.....			30,228.87	30,228.87
550	Hwy. No. 17-Gros Cap.....			15,704.99	15,704.99
551	West Bay-Mindemoya and Providence Bay Northerly to Road No. 542.....			40,781.41	40,781.41
552	Hwy. No. 17-Kars.....			7,313.28	7,313.28
553	Massey-Sauble River Road.....			8,647.10	8,647.10
554	Road No. 546-Road No. 559.....			15,419.97	15,419.97
555	Blind River-Lake Duborne.....			9,962.38	9,962.38
556	Island Lake-Searchmont- Wabos.....			34,815.74	34,815.74
557	Blind River-Lake Matinenda.....		5,437.69	21,284.83	26,722.52
558	Haileybury West- Montreal River.....			28,691.33	28,691.33
559	Thessalon-Aubrey Falls.....			106,547.54	106,547.54
560	Englehart-Elk Lake- Westree-Gogama.....		25,573.08	272,616.63	298,189.71
561	Bruce Mines- Dunn Valley Road.....		6,992.31	34,842.75	41,835.06
562	Thornloe-Hwy. No. 65.....			20,792.48	20,792.48
563	Hwy. No. 17-Batchawana.....			4,809.80	4,809.80
564	Hwy. No. 112-Boston Creek.....			11,017.85	11,017.85
565	Gros Cap Road (No. 550)- Pointe Aux Pins.....			4,382.37	4,382.37

HIGHWAY No.	LOCATION	MILE- AGE	CONSTRUCTION	MAINTENANCE	TOTAL
566	Matachewan-Ashley Mine.....	.....	\$ .....	\$ 17,170.81	\$ 17,170.81
567	Hwy. No. 11-Silver Centre.....	.....	6,653.95	48,992.84	55,646.79
568	Hwy. No. 11-Kenogami.....	.....	.....	1,001.79	1,001.79
569	Englehart-Hilliardton and south to Hwy. No. 11.....	.....	.....	40,394.34	40,394.34
570	Hwy. No. 11-Sesekinika and East.....	.....	.....	2,969.37	2,969.37
571	Earlton-Road No. 562.....	.....	.....	8,669.58	8,669.58
572	Ramore-Holtvre Mine.....	.....	44,325.15	9,273.37	53,598.52
573	Charlton North-Hwy. No. 11.....	.....	12,974.35	16,856.62	29,830.97
574	Cochrane-Norembege.....	.....	.....	60,574.60	60,574.60
575	Hwy. No. 101- Night Hawk Lake.....	.....	.....	2,941.81	2,941.81
576	Timmins Westerly.....	.....	.....	2,061.59	2,061.59
577	Shillington-Iroquois Falls.....	.....	.....	46,265.16	46,265.16
578	Iroquois Falls-Nellie Lake.....	.....	.....	17,499.88	17,499.88
579	Cochrane-Gardiner.....	.....	.....	49,717.77	49,717.77
580	Beardmore-Leitch.....	.....	.....	3,974.29	3,974.29
581	Moonbeam-Remi Lake.....	.....	.....	2,256.35	2,256.35
582	Hurkett Cut-Off.....	.....	.....	5,911.82	5,911.82
583	Lac Ste. Therese-Hearst- Mead.....	.....	.....	77,336.06	77,336.06
584	Geraldton-Hardrock.....	.....	.....	2,840.95	2,840.95
585	Nipigon-Pine Portage.....	.....	.....	36,236.73	36,236.73
586	Shebandowan Lake- Hwy. No. 120.....	.....	.....	2,593.64	2,593.64
587	Silver Islet-Hwy. No. 17.....	.....	.....	26,572.93	26,572.93
588	Round Lake-Nolalu- Hwy. No. 17.....	.....	22,672.32	45,979.39	68,651.71
589	Dog Lake Road.....	.....	.....	36,065.32	36,065.32
590	Nolalu-Kakabeka Falls- Hwy. No. 130.....	.....	.....	37,008.83	37,008.83
591	Trout Lake Road.....	.....	.....	12,367.78	12,367.78
592	Fort Frances-Rainy Lake.....	.....	.....	4,019.51	4,019.51
593	Devon Road.....	.....	.....	38,482.32	38,482.32
594	Dryden-Eagle River.....	.....	.....	31,807.05	31,807.05
595	Hwy. No. 61-Road No. 588.....	.....	16,880.75	79,617.34	96,498.09
596	Keewatin-Pellatt- Hwy. No. 17.....	.....	.....	26,263.89	26,263.89
597	Road No. 595-Road No. 608.....	.....	.....	24,523.95	24,523.95
598	Rabbit Lake Road.....	.....	.....	3,973.49	3,973.49
599	Savant Lake-Pickle Crow.....	.....	222,265.17	129,985.27	352,250.44
600	Black Hawk-Deerlock- North Branch.....	.....	4,840.52	66,046.95	70,887.47
601	Dryden-Rice Lake Loop.....	.....	.....	29,596.65	29,596.65
602	Fort Frances-Big Fork- Emo.....	.....	.....	41,307.20	41,307.20
603	Borups Corners-Dymont.....	.....	.....	3,794.85	3,794.85
604	Kenora-East Melick Road.....	.....	.....	26,797.15	26,797.15
605	Eton-Rugby.....	.....	.....	14,586.51	14,586.51
606	Hwy. No. 17-Markstay.....	.....	.....	1,935.45	1,935.45
607	Bigwood-Hwy. No. 64.....	.....	12,047.25	13,871.51	25,918.76
608	Moose Hill-Road No. 595.....	.....	.....	15,179.83	15,179.83
609	Hwy. No. 105-Quibell- Clay Lake.....	.....	.....	27,047.92	27,047.92
610	Barber's Bay-Hoyle- Hwy. No. 101.....	.....	.....	18,787.58	18,787.58
611	Crozier Road-North and South.....	.....	.....	19,440.58	19,440.58
612	Hwy. No. 17-Quirke Lake.....	.....	1,886,026.55	12,470.79	1,898,497.34
613	Big Fork-Lake Despair.....	.....	13,599.76	42,576.53	56,176.29
614	Hemlo-Manitouawadge.....	.....	269.24	56,103.94	56,373.18
615	Clearwater Lake Road.....	.....	6,356.25	41,801.13	48,157.38
616	Hwy. No. 101 Southwesterly.....	.....	.....	36,412.34	36,412.34
617	Stratton-North Branch.....	.....	.....	42,617.35	42,617.35
618	Red Lake-Madsen.....	.....	.....	29,756.96	29,756.96
619	Pinewood-Minahico.....	.....	.....	40,205.36	40,205.36

Highway No.	Location	Mile- age	Construction	Maintenance	Total
620	Hwy. No. 62-Glen Alda.....	.....	\$ .....	\$ 1,152.49	\$ 1,152.49
621	Sleeman-Morson.....	.....	63,506.33	55,579.92	119,086.25
622	Atikokan-Caland Ore Mine.....	.....	.....	5,123.23	5,123.23
623	Rainy River-Northerly to Lake of the Woods.....	.....	.....	27,529.83	27,529.83
	North Bay Airport Road.....	.....	.....	7,786.26	7,786.26
	Bicroft Mine Road.....	.....	3,750.64	900.39	4,651.03
	Kukutash Road to Palomar.....	.....	9,126.14	.....	9,126.14
	Pelee Island.....	.....	.....	9,878.97	9,878.97
	Ferries.....	.....	43,534.42	179,646.27	223,180.69
	Freeman-Wolfe Island.....	.....	1,141,323.54	.....	1,141,323.54
	Pembroke-Allumette Island.....	.....	156,027.38	998.52	157,025.90
	Heron Bay Access Road.....	.....	4,988.78	.....	4,988.78
	The Queensway.....	.....	1,039,834.93	.....	1,039,834.93
	Bloor Street.....	.....	26,396.26	.....	26,396.26
	Yonge Street.....	.....	1,178,692.30	.....	1,178,692.30
	Dundas Street.....	.....	174,344.08	.....	174,344.08
	Miscellaneous Surveys.....	.....	2,150.69	.....	2,150.69
	.....	.....	\$82,115,510.07	\$30,747,458.28	\$112,862,968.35

	Construction	Maintenance	Total
Total Sidewalks.....	\$ 41,876.98	\$	\$ 41,876.98
Total Connecting Links.....	536,075.39	305,274.39	841,349.78
Total Development Roads.....	4,510,692.79	219,490.20	4,730,182.99
Total Unincorporated Townships.....	292,434.74	489,212.67	781,647.41
Stock.....	.....	759,609.88	759,609.88
Lands and Buildings.....	2,544,834.18	249,174.17	2,794,008.35
Weigh Scales.....	.....	24,277.62	24,277.62
Road Equipment.....	.....	2,964,313.29	2,964,313.29
District Office and General Engineering.....	3,177,604.53	2,998,812.40	6,176,416.93
Land Surveys.....	2,762,999.47	.....	2,762,999.47
Planning and Design.....	2,965,839.41	.....	2,965,839.41
Property Purchases.....	13,794,264.83	.....	13,794,264.83
Dominion Government Repayments.....	Cr.4,855,053.08	.....	Cr.4,855,053.08
Net General Expenses.....	Cr.2,026,866.35	4,406,612.93	2,379,746.58
TOTAL.....	\$105,860,212.96	\$43,164,235.83	\$149,024,448.79

Inventories March 31, 1957.....	\$5,388,290.34
Inventories March 31, 1956.....	4,628,680.46
Increase.....	\$ 759,609.88

APPENDIX No. 3

**SCHEDULE OF ASSUMPTIONS OF SECTIONS OF THE
KING'S HIGHWAY SYSTEM FOR THE FISCAL YEAR
ENDING MARCH 31, 1957**

COUNTY OR DISTRICT	PLAN No.	LOCATION OF ROAD	EFFECTIVE DATE	HWY. No.	MILES
Algoma	A-43-13	Lewis Twp.	May 2, 1956	17	2.65
Algoma	A-43-14	Victoria Twp.	Oct. 24, 1956	17	1.97
Algoma	A-43-16	Town of Blind River (formerly in Cobden and Stricker Twps.)	Feb. 13, 1957	17	1.78
Algoma	A-43-18	Thessalon, Kirkwood, Bridgland, Wells, Parkinson, Gould Twps.	Feb. 27, 1957	129	65.0
Bruce	A-2-35	Lindsay Twp.	Apr. 4, 1956	6	3.04
Bruce	A-2-39	Arran Twp.	May 2, 1956	21	.49
Bruce	A-2-40	Brant Twp.	Aug. 8, 1956	4	.40
Bruce	A-2-36	Culross Twp.	Aug. 22, 1956	4	.21
Bruce	A-2-38	Bruce Twp.	Aug. 22, 1956	21	.68
Bruce	A-2-34	Kincardine Twp.	Oct. 10, 1956	9	.....
Bruce	A-2-43	Amabel Twp.	Feb. 27, 1957	21	.....
Bruce	A-2-44	Albemarle Twp.	Mar. 13, 1957	6	.13
Brant	A-1-42	Brantford Twp.	Aug. 29, 1956	2	.....
Cochrane	A-44-24	Glackmeyer & Lamarche Twps.	Nov. 14, 1956	11	.23
Cochrane	A-44-25	German Twp.	Nov. 14, 1956	67	5.2
Cochrane	A-44-29	Town of Timmins, Mountjoy & Tisdale Twps.	Feb. 6, 1957	101	.64
Dufferin	A-4-18	Melancthon Twp.	Apr. 11, 1956	10	.12
Dufferin	A-4-16	Melancthon Twp.	Oct. 10, 1956	10	.....
Durham	A-6-36	Hope Twp.	Sept. 19, 1956	28	.....
Durham	A-6-37	Cavan Twp.	Nov. 28, 1956	133	.....
Essex	A-8-30	Gosfield South Twp.	May 2, 1956	18A	.70
Essex	A-8-32	Rochester & Maidstone Twp.	Oct. 10, 1956	2	2.60
Essex	A-8-35	Mersea Twp.	Dec. 5, 1956	3	.....
Essex	A-8-43	Colchester South & Malden Twps.	Dec. 19, 1956	18	.....
Essex	A-8-37	Sandwich South Twp.	Dec. 29, 1956	2	.11
Essex	A-8-34	Gosfield South & Gosfield North Twps.	Jan. 2, 1957	3	.88
Essex	A-8-39	Malden Twp.	Jan. 2, 1957	18	.....
Essex	A-8-38	Sandwich East Twp.	Jan. 30, 1957	2	.76
Essex	A-8-42	Malden Twp.	Jan. 30, 1957	18	.....
Essex	A-8-36	Gosfield South Twp.	Feb. 6, 1957	18	.....
Essex	A-8-40	Malden Twp.	Feb. 20, 1957	18	2.72
Elgin	A-7-40	Malahide Twp.	Aug. 29, 1956	73	45.0
Elgin	A-7-35	Yarmouth Twp.	Oct. 10, 1956	74	.....
Elgin	A-7-42	Malahide Twp.	Mar. 6, 1957	73	.40
Glengarry	A-10-18	Kenyon Twp.	May 2, 1956	43	.95
Glengarry	A-10-19	Charlottenburgh Twp.	Sept. 5, 1956	401	.42
Grenville	A-11-20	Augusta Twp.	Aug. 29, 1956	401	.....
Grey	A-12-55	Sydenham Twp.	May 2, 1956	26	.36
Grey	A-12-56	Bentick Twp.	Nov. 28, 1956	4	1.00
Grey	A-12-57	Village of Chatsworth (formerly in Holland Twp.)	Feb. 20, 1957	6 & 10	.....
Grey	A-12-58	Sydenham Twp.	Mar. 16, 1957	26	.30
Haldimand	A-13-40	Moulton Twp.	Apr. 11, 1956	3	.38
Haldimand	A-13-43	Walpole Twp.	Oct. 10, 1956	6	10.0
Haliburton	A-54-10	Minden & Anson Twps.	Aug. 1, 1956	35	1.56
Hastings	A-15-82	Faraday Twp.	Aug. 2, 1956	28	.21
Hastings	A-15-84	Faraday Twp.	Nov. 21, 1956	28	2.20
Hastings	A-15-85	McClure Twp.	Dec. 5, 1956	127	1.24
Huron	A-16-48	McKillop & Tuckersmith Twps.	Aug. 22, 1956	8	1.08
Huron	A-16-50	Turnberry Twp.	Dec. 12, 1956	3	.39
Kent	A-17-68	Tilbury East Twp.	Oct. 10, 1956	3	.....
Kent	A-17-71	Harwich Twp.	Oct. 10, 1956	3	.....
Kent	A-17-74	Tilbury East Twp.	Oct. 10, 1956	2	2.52
Kent	A-17-75	Tilbury East Twp.	Nov. 21, 1956	2	1.38

COUNTY OR DISTRICT	PLAN No.	LOCATION OF ROAD	EFFECTIVE DATE	HWY. No.	MILES
Kent.....	A-17-78.	Zone Twp.....	Jan. 8, 1957	2	1.42
Kent.....	A-17-79.	Zone Twp.....	Jan. 8, 1957	2	.35
Kent.....	A-17-82.	Gore of Zone Twp.....	Jan. 30, 1957	2	.36
Kent.....	A-17-80.	Chatham Twp.....	Feb. 13, 1957	2	
Kent.....	A-17-77.	Harwich Twp.....	Mar. 6, 1957	3	.18
Lambton.....	A-18-79.	Plympton & Enniskillen Twps.....	Aug. 29, 1956	21	.38
Lambton.....	A-18-78.	Enniskillen Twp. & Town of Petrolia.....	Sept. 19, 1956	21	.53
Lambton.....	A-18-80.	Dawn & Enniskillen Twps.....	Oct. 10, 1956	21	.55
Lambton.....	A-18-81.	Warwick Twp.....	Dec. 22, 1956	67 & 22	
Lanark.....	A-19-42.	Beckwith Twp.....	Nov. 28, 1956	29	3.75
Leeds.....	A-20-62.	South Elmsley Twp.....	June 27, 1956	15	.51
Leeds.....	A-20-63.	South Elmsley Twp.....	Sept. 5, 1956	15	1.52
Leeds.....	A-20-61.	Bastard Twp.....	Dec. 5, 1956	15	2.55
Lennox and Addington.....	A-21-28.	Kaladar Twp.....	Oct. 3, 1956	7	.34
Lennox and Addington.....	A-21-30.	Ernestown Twp.....	Oct. 3, 1956	33	1.33
Lennox and Addington.....	A-21-29.	Town of Napanee (formerly in Addington & Fredericksburg).....	Mar. 27, 1957	2	.09
Muskoka.....	A-47-29.	Medora Twp.....	Sept. 19, 1956	69	1.21
Muskoka.....	A-47-37.	McLean Twp.....	Feb. 27, 1957	118	.20
Middlesex.....	A-23-33.	East Williams Twp.....	Oct. 10, 1956	7	1.07
Middlesex.....	A-23-76.	Biddulph Twp.....	Oct. 10, 1956	4	.32
Middlesex.....	A-23-77.	Westminster Twp.....	Oct. 10, 1956	2	.53
Middlesex.....	A-23-79.	London & Biddulph Twps.....	Feb. 20, 1957	4 & 7	.10
Norfolk.....	A-24-31.	Middleton Twp.....	Apr. 4, 1956	19	
Norfolk.....	A-24-29.	Windham Twp.....	Aug. 22, 1956	3	.41
Norfolk.....	A-24-33.	Townsend Twp.....	Oct. 10, 1956	24	.16
Norfolk.....	A-24-34.	Townsend Twp.....	Nov. 21, 1956	24	.21
Norfolk.....	A-24-38.	Middleton Twp.....	Nov. 28, 1956	3	.25
Norfolk.....	A-24-32.	Town of Simcoe, Woodhouse, Windham & Townsend Twps.....	Dec. 26, 1956	3	.34
Northumberland.....	A-25-36.	Hamilton Twp.....	Nov. 21, 1956	28	.26
Nipissing.....	A-48-35.	Town of Sturgeon Falls, Springer Twp.....	Dec. 12, 1956	64	.41
Ontario.....	A-26-54.	Thorah & Brock Twps.....	May 2, 1956	48	.23
Ontario.....	A-26-55.	Brock Twp.....	Aug. 22, 1956	48	.23
Ontario.....	A-26-53.	Brock Twp.....	Oct. 24, 1956	7	.76
Ontario.....	A-26-58.	Thorah Twp.....	Jan. 16, 1957	48	.19
Ontario.....	A-26-37.	Brock Twp.....	Mar. 13, 1957	7	.61
Oxford.....	A-27-60.	East Oxford Twp.....	Aug. 1, 1956	59	.45
Oxford.....	A-27-48.	West Oxford Twp.....	Oct. 10, 1956	2	
Oxford.....	A-27-56.	Tillsonburgh Twp.....	Oct. 10, 1956	3	
Oxford.....	A-27-65.	Dereham Twp.....	Nov. 28, 1956	3	.25
Oxford.....	A-27-66.	East Oxford Twp.....	Jan. 2, 1957	59	
Oxford.....	A-27-67.	North Oxford Twp.....	Feb. 27, 1957	2	
Parry Sound.....	A-49-21.	Mowat Twp.....	Aug. 15, 1956	69	.11
Peterborough.....	A-30-68.	Burleigh Twp.....	Sept. 19, 1956	28	1.60
Peterborough.....	A-30-69.	Smith & North Monaghan Twp.....	Nov. 28, 1956	133	5.5
Peterborough.....	A-30-72.	Douro Twp.....	Feb. 20, 1957	28	.50
Perth.....	A-29-36.	Mornington Twp.....	Dec. 26, 1956	19 & 86	
Peel.....	A-28-29.	Caledon Twp.....	May 16, 1956	9	.45
Renfrew.....	A-33-51.	Buchanan Twp.....	Apr. 4, 1956	17	.10
Renfrew.....	A-33-49.	Hagarty Twp.....	Apr. 11, 1956	60	2.87
Renfrew.....	A-33-52.	Buchanan Twp.....	Apr. 11, 1956	17	1.00
Renfrew.....	A-33-59.	Pembroke Twp.....	July 4, 1956	17	
Renfrew.....	A-33-56.	Hagarty & North Algoma Twp.....	Aug. 22, 1956	60	.57
Renfrew.....	A-33-57.	Sherwood Twp.....	Aug. 29, 1956	62	.78
Renfrew.....	A-33-62.	Pembroke Twp.....	Oct. 10, 1956	17	.19
Rainy River.....	A-50-19.	Dilke Twp.....	Jan. 3, 1957	71	.32
Rainy River.....	A-50-31.	Unsurveyed Territory.....	Mar. 27, 1957	120	32.58
Stormont.....	A-36-15.	Cornwall Twp.....	Apr. 9, 1956	2	7.15
Simcoe.....	A-35-93.	Orillia Twp.....	Apr. 11, 1956	11	.72
Thunder Bay.....	A-52-17.	Blake Twp.....	Feb. 20, 1957	61	1.16
Thunder Bay.....	A-52-9.	Crooks Twp.....	Oct. 3, 1956	61	.55
Thunder Bay.....	A-52-7.	Crooks Twp.....	Dec. 5, 1956	61	
Thunder Bay.....	A-52-11.	Oliver Twp.....	Feb. 20, 1957	17	.56

COUNTY OR DISTRICT	PLAN No.	LOCATION OF ROAD	EFFECTIVE DATE	HWY. No.	MILES
Thunder Bay	A-52-30	Conmee Twp.	Mar. 20, 1957	17	2.90
Thunder Bay	A-52-24	Hagey Twp.	Mar. 27, 1957	120	11.80
Thunder Bay	A-52-25	Ames Twp.	Mar. 27, 1957	120	6.20
Thunder Bay	A-52-26	Haines Twp.	Mar. 27, 1957	120	6.20
Thunder Bay	A-52-27	Conacher Twp.	Mar. 27, 1957	120	6.80
Thunder Bay	A-52-28	Blackwell & Dawson Road	Mar. 27, 1957	120	6.25
Thunder Bay	A-52-29	Unsurveyed Territory	Mar. 27, 1957	120	20.45
Temiskaming	A-53-17	Town of New Liskeard (formerly Dymond Twp.)	Oct. 31, 1956	11	.20
Temiskaming	A-53-18	Henwood Twp.	Mar. 27, 1957	65	.....
Victoria	A-37-50	Eldon Twp.	May 2, 1956	46	.53
Victoria	A-37-51	Ops Twp.	Aug. 15, 1956	36	2.00
Victoria	A-37-52	Ops Twp.	Aug. 15, 1956	35	2.10
Victoria	A-37-57	Emily Twp.	Nov. 28, 1956	133	.....
Wentworth	A-41-87	Binbrook Twp.	Apr. 4, 1956	20	.19
Wentworth	A-41-80	Glanford & Saltfleet Twps.	Sept. 19, 1956	53	.....
Wentworth	A-41-89	West Flamborough	Sept. 19, 1956	5	.82
Welland	A-39-38	Wainfleet Twp.	Oct. 10, 1956	57	.06
Welland	A-39-40	Stamford Twp.	Feb. 20, 1957	8	.26
Wellington	A-40-52	Arthur Twp.	June 27, 1956	6	1.10
Wellington	A-40-54	Eramosa Twp.	Oct. 10, 1956	24	.72
Wellington	A-40-53	Arthur Twp.	Mar. 13, 1957	6	.44
York	A-42-106	Etobicoke Twp.	Mar. 28, 1956	QEW	.15
York	A-42-104	North York Twp.	Apr. 26, 1956	11	1.02
York	A-42-108	North York Twp.	Aug. 19, 1956	401	.13
York	A-42-107	Georgina Twp.	Aug. 22, 1956	48	.21
York	A-42-112	Vaughan Twp.	Oct. 17, 1956	49	1.33
York	A-42-110	North York Twp.	Oct. 31, 1956	401	.01
York	A-42-116	Etobicoke Twp.	Dec. 26, 1956	108	3.78
York	A-42-118	North York Twp.	Mar. 27, 1957	401	.50
TOTAL					314.61

APPENDIX No. 3A

**SCHEDULE OF REVERSIONS OF SECTIONS OF THE
KING'S HIGHWAYS SYSTEM FOR THE FISCAL YEAR
ENDING MARCH 31, 1957**

COUNTY OR DISTRICT	PLAN Nos.	LOCATION OF ROAD	EFFECTIVE DATE	HWY. No.	MILES
Algoma.....	A-43-15	Victoria Twp.....	Sept. 20, 1956	17	.49
Algoma.....	A-43-17	Town of Blind River, Cobden Twp.....	Jan. 17, 1957	17	.34
Bruce.....	A-2-41	Lindsay Twp.....	Aug. 22, 1956	6	.49
Bruce.....	A-2-42	Lindsay Twp.....	Aug. 27, 1956	6	2.55
Bruce.....	A-2-37	Kincardine Twp.....	Sept. 12, 1956	9	.....
Carleton.....	A-3-66	Town of Eastview (formerly Gloucester Twp.).....	Oct. 1, 1956	17	.17
Elgin.....	A-7-41	Malahide and South Dorchester.....	Dec. 27, 1956	73	.....
Elgin.....	A-7-43	South Dorchester Twp.....	Feb. 21, 1957	73	.....
Elgin.....	A-7-44	Malahide Twp.....	Mar. 13, 1957	73	.46
Essex.....	A-8-31	Sandwich West Twp.....	Aug. 31, 1956	98	.95
Essex.....	A-8-33	Gosfield North Twp.....	Oct. 1, 1956	3	.23
Essex.....	A-8-45	Gosfield South Twp.....	Feb. 28, 1957	3	.18
Essex.....	A-8-44	Gosfield South Twp.....	Mar. 8, 1957	18A	.53
Essex.....	A-8-46	Gosfield South Twp.....	Mar. 8, 1957	3	.24
Grey.....	A-12-59	Sydenham Twp.....	Mar. 21, 1957	26	.....
Haldimand.....	A-13-42	Moulton Twp.....	Aug. 1, 1956	3	.09
Haldimand.....	A-13-41	Moulton Twp.....	Aug. 9, 1956	3	.21
Hastings.....	A-15-83	Faraday Twp.....	Aug. 2, 1956	28	.28
Hastings.....	A-15-86	Faraday Twp.....	Dec. 6, 1956	28	.30
Huron.....	A-16-49	Tuckersmith Twp.....	Aug. 27, 1956	8	1.14
Huron.....	A-16-46	Goderich Twp.....	Oct. 1, 1956	8	2.06
Huron.....	A-16-52	Goderich Twp.....	Dec. 20, 1956	21	.25
Huron.....	A-16-51	Town of Goderich (Colbourne Twp.).....	Feb. 11, 1957	8	.60
Kent.....	A-17-70	Blenheim Twp.....	Sept. 6, 1956	3	.13
Kent.....	A-17-72	Town of Blenheim (formerly Harwich Twp.).....	Oct. 1, 1956	98	.34
Kent.....	A-17-73	Town of Blenheim (formerly Harwich Twp.).....	Oct. 1, 1956	3	.17
Kent.....	A-17-69	Romney Twp.....	Dec. 20, 1956	3	.15
Lambton.....	A-18-75	Sombra Twp.....	Aug. 6, 1956	40	.....
Lambton.....	A-18-77	Bosanquet Twp.....	Aug. 27, 1956	21	.30
Lambton.....	A-18-73	Warwick Twp.....	Oct. 1, 1956	7	.18
Lambton.....	A-18-68	Warwick Twp.....	Oct. 4, 1956	79, 7	.38
Middlesex.....	A-23-78	Westminster Twp.....	Oct. 1, 1956	2	.45
Middlesex.....	A-23-70	Mosa Twp.....	Aug. 22, 1956	2	.41
Muskoka.....	A-47-36	Chaffey Twp.....	Feb. 1, 1957	11	.....
Nipissing.....	A-48-32	Springer Twp.....	Sept. 6, 1956	17	1.38
Nipissing.....	A-48-29	Widdifield Twp.....	Nov. 8, 1956	.....	.5
Norfolk.....	A-24-30	Middleton Twp.....	Apr. 16, 1956	19	.....
Norfolk.....	A-24-36	Middleton Twp.....	Dec. 6, 1956	3	.40
Norfolk.....	A-24-35	Middleton Twp.....	Dec. 16, 1956	19	.....
Ontario.....	A-26-57	Brock Twp.....	Sept. 20, 1956	48	.09
Ontario.....	A-26-60	Brock and Thorah Twp.....	Jan. 31, 1957	48	.07
Ontario.....	A-26-59	Thorah Twp.....	Feb. 18, 1957	48	.41
Ontario.....	A-26-61	Brock Twp.....	Mar. 22, 1957	7	.14
Oxford.....	A-27-63	East Oxford Twp.....	Apr. 3, 1956	59	.22
Oxford.....	A-27-49	West Oxford Twp.....	Sept. 12, 1956	2	.....
Oxford.....	A-27-52	East Zorra Twp.....	Dec. 26, 1956	97	.15
Oxford.....	A-27-57	North Oxford Twp.....	Jan. 31, 1957	2	.....
Parry Sound.....	A-49-22	Mowat Twp.....	Sept. 20, 1956	69	.13
Peterborough.....	A-30-67	Douro Twp.....	Aug. 1, 1956	28	.....
Peterborough.....	A-30-59	Douro and Smith Twps.....	Dec. 6, 1956	28A	.76
Peterborough.....	A-30-71	Smith Twp.....	Jan. 3, 1957	28	.08
Rainy River.....	A-50-30	Freeborn Twp.....	Nov. 22, 1956	120	.27
Renfrew.....	A-33-54	North Algoma Twp.....	May 7, 1956	60	.91
Renfrew.....	A-33-58	Sherwood Twp.....	Oct. 22, 1956	62	.87
Renfrew.....	A-33-53	Buchanan Twp.....	Mar. 7, 1957	17	.....

COUNTY OR DISTRICT	PLAN Nos.	LOCATION OF ROAD	EFFECTIVE DATE	HWY. No.	MILES
Renfrew.....	A-33-55.....	Hagarty, North Algoma Twps. Village of Killaloe Station.....	Mar. 15, 1957	60	3.22
Simcoe.....	A-35-94.....	Innisfil Twp.....	Oct. 22, 1956	11	.45
Stormont.....	A-36-16.....	Cornwall Twp.....	Mar. 21, 1957	2	4.56
Sudbury.....	A-51-38.....	Snider Twp.....	Mar. 5, 1956	17	.05
Sudbury.....	A-51-39.....	Waters Twp.....	Mar. 5, 1956	17	.38
Sudbury.....	A-51-40.....	Snider Twp.....	Aug. 1, 1956	17	.17
Thunder Bay.....	A-52-13.....	Conmee Twp.....	Aug. 3, 1953	17	1.38
Thunder Bay.....	A-52-31.....	Paigoonge, Blake Twp.....	Dec. 17, 1953	61	5.20
Thunder Bay.....	A-52-23.....	Dawson Road Lots.....	Aug. 22, 1956	17	.....
Toronto (Metro).....	A-42-114.....	North York Twp.....	Nov. 8, 1956	11	3.04
Welland.....	A-39-37.....	Port Colborne Twp.....	Aug. 6, 1956	3	.51
Welland.....	A-39-39.....	Wainfleet Twp.....	Dec. 27, 1956	57	.66
Wellington.....	A-40-55.....	Arthur Twp.....	Feb. 19, 1957	6	.76
Wentworth.....	A-41-85.....	Beverley Twp.....	Mar. 5, 1956	5	.23
Wentworth.....	A-41-86.....	East Flamborough Twp.....	Mar. 5, 1956	2	.45
Wentworth.....	A-41-88.....	Saltfleet and Binbrook Twp.....	Aug. 1, 1956	20	.26
Wentworth.....	A-41-90.....	City of Hamilton, Ancaster, Barton and Saltfleet Twps.....	Mar. 7, 1957	8	.68
York.....	A-42-109.....	Etobicoke Twp.....	Aug. 9, 1956	5	.....
York.....	A-42-113.....	North York Twp.....	Nov. 1, 1956	11	1.02
York.....	A-42-117.....	Vaughan Twp.....	Dec. 6, 1956	49	.98
TOTAL.....	.....	.....	.....	.....	44.90

APPENDIX No. 3B

SCHEDULE OF CONTROLLED-ACCESS HIGHWAY PLANS

April 1, 1956—March 31, 1957

Hwy. No.		DESIGNATED BY ONTARIO REGULATION NUMBER	MILEAGE	CONSOLIDATED REGULATIONS 1950 NUMBER
2	*Hamilton to Duff's Corners.....	142/56	5.13	.....
	*Iroquois to Cornwall (Relocated Hwy. 2)	24/57		.....
	Matilda Twp.....		8.26	.....
	Williamsburgh Twp.....		9.37	.....
	Osnabruck Twp.....		9.51	.....
	Cornwall Twp.....		3.41	.....
3	Windsor to Maidstone.....	39/45	11.10	406 Item 1
6	*Mount Hope By-pass.....	172/56	1.33	.....
7 & 8	*New Hamburg By-pass.....	22/57		.....
	Wilmot Twp.....		6.12	.....
	S. Easthope Twp.....		.53	.....
8	Freeport By-pass.....	162/55	2.20	.....
11	Town of Gravenhurst.....	161/51	1.31	.....
	Gravenhurst Northerly.....	113/53	20.21	.....
	North Bay Interceptor.....	218/53	8.33	.....
	Orillia By-pass.....	74/55	6.10	.....
	Barrie to Orillia.....	154/55	5.19	.....
	Washago By-pass.....	184/55	4.01	.....
	*Orillia By-pass.....	92/56	.89	.....
	*Huntsville By-pass.....	126/56	5.88	.....
15	*Ashton to Stittsville.....	140/56	3.58	.....
17	*Nairn Diversion.....	66/56	3.15	.....
	*Longbow Corners.....	141/56	1.30	.....
	*Copper Cliff to Vermillion River.....	68/56		.....
	Graham Twp.....		4.71	.....
	Snider Twp.....		1.46	.....
	Waters Twp.....		5.51	.....
	Ottawa to Quebec Boundary			
	Gloucester Twp.....	114/56	3.31	.....
	Cumberland Twp.....	114/56	9.98	.....
	Clarence Twp.....	114/56	9.89	.....
	*N. Plantagenet Twp.....	114/56	8.76	.....
	*W. Hawkesbury Twp.....	114/56	4.77	.....
	*E. Hawkesbury Twp.....	114/56	9.40	.....
	*Village of L'Orignal.....	114/56	1.02	.....
27	Browns Line.....	221/55		.....
	Etobicoke Twp.....		3.31	.....
	Etobicoke Twp.....		2.78	.....
	Vaughan Twp.....		1.40	.....
31	*Greeley By-pass.....	241/56	.91	.....
35	Minden By-pass.....	195/55	1.29	.....
38	*Cataquai Diversion.....	199/56	1.45	.....
43	Avonmore By-pass.....	119/55	1.12	.....
69	*Sudbury By-pass.....	253/56		.....
	Dill Twp.....		4.94	.....
	Broder Twp.....		2.84	.....
	McKim Twp.....		2.29	.....
	Broder Twp.....		1.90	.....
	Waters Twp.....		2.65	.....
	*Sudbury Entrance.....	253/56		.....
	McKim Twp.....		1.52	.....
	*Pickerel River Crossing.....	23/57	.25	.....
	*French River Crossing.....	23/57	.25	.....
102	Hamilton to Dundas.....	110/51	1.61	.....
103	*Waubashene to MacTier.....	242/56		.....
	Baxter Twp.			
	(Baxter Narrows Crossing).....		.51	.....
	Baxter Twp.			
	(McDonald River Crossing).....		.33	.....

April 1, 1956—March 31, 1957

Hwy. No.		DESIGNATED BY ONTARIO REGULATION NUMBER	MILEAGE	CONSOLIDATED REGULATIONS 1950 NUMBER
	Gibson Twp. (Gibson River Crossing).....		.31	
	Gibson Twp. (Moon River Crossing).....		.68	
115	Newcastle to Peterborough.....	64/55		
	Darlington Twp.....		.10	
	Clarke Twp.....		4.25	
	Clarke Twp.....		2.08	
	Manvers Twp.....		5.25	
	Cavan Twp.....		9.44	
118	*Baysville Diversion.....	247/56	.51	
400	Toronto to Barrie.....	128/48	45.09	135 Item 1
400	Barrie Interceptor.....	190/52	6.00	
401	West Hill to Oshawa.....	184/50	18.63	134 Item 3
	Toronto Interceptor N. York west of Yonge St.....	110/51	6.84	
	Scarborough Twp.....	150/53	8.88	
	N. York east of Yonge St.....	197/55	4.71	
	(amending)			
	Etobicoke Twp.....	79/54	3.30	
	Etobicoke Twp.....	184/54	4.08	
	Prescott Interceptor Hwy. 16 Westerly.....	46/52	2.20	
	Gananoque to Brockville.....	352/52	29.44	
	*Gananoque to Brockville (Elizabethtown)	71/57	6.05	
	Chatham to Windsor.....	48/53	9.66	
	Woodstock to Ingersoll.....	44/54	16.45	
	Ingersoll to London.....	115/54	21.46	
	Kingston Interceptor.....	138/54	3.59	
	Brockville Interceptor.....	226/54	3.21	
	Oshawa-Newcastle.....	183/55	12.81	
	(amending)			
	Kingston By-pass.....	222/55	1.43	
	Kingston to Gananoque Pittsburgh.....	225/55	11.37	
	Front of Leeds & Lansdowne.....	225/55	5.01	
401	Windsor to Quebec Boundary.....	226/55	245.12	
	*Trenton to Napanee.....	67/56		
	Town of Trenton.....		.64	
	Sidney Twp.....		9.42	
	Thurlow Twp.....		7.55	
	Tyendinaga Twp.....		10.40	
	Richmond Twp.....	21/57	6.84	
	*Brockville to Prescott.....	171/56	9.12	
	*Prescott to Cornwall.....	200/56		
	Edwardsburgh Twp.....		7.14	
	Matilda Twp.....		9.33	
	Williamsburgh Twp.....		9.38	
	Osnabruk Twp.....		9.24	
	*Napanee to Kingston.....	243/56		
	N. Fredericksburgh Twp.....		2.06	
	Ernestown Twp.....		11.25	
	Kingston Twp.....		6.40	
402	Blue Water Bridge Approach.....	182/55	3.73	
	Allumette Bridge Approach.....	32/56	1.12	
	Ivy Lea Bridge Approach.....	47/55	1.06	
	*North Bay Airport Road.....	107/56	1.89	
Q.E.W.	Fort Erie to Toronto (Excepting Burlington Beach Road).....		85.68	134 Item 1
	Town of Fort Erie.....		.71	
	*Burlington Skyway.....	70/57		
	Saltfleet Twp.....		3.28	
	Nelson Twp.....		.73	
	Rainbow Bridge Approach (Q.E.W. to Niagara Falls).....	121/50	2.60	134 Item 2

April 1, 1956—March 31, 1957

Hwy. No.	INTERCHANGE	DESIGNATED BY ONTARIO REGULATION NUMBER	
11	*Orillia By-pass and Hwy. 12.....	92/56	
400	Barrie By-pass-Vespra Twp.		
	(1) Elizabeth St.....	118/55	
	(2) Bayfield St.....	118/55	
	(3) at Crown Hill.....	118/55	
	Toronto-Barrie		
	Innisfil Twp. at Hwy. 17.....	220/55	(amending)
	North York at Wilson Ave.....	220/55	
	Vaughan Twp.		
	(1) at Hwy. 7.....	220/55	
	(2) at Maple Rd.....	220/55	
	King Twp.		
	(1) at Lloydtown Rd.....	220/55	
	(2) at Nobletown Rd.....	220/55	
	W. Gwillimbury Twp.		
	(1) at Dyke Rd.....	220/55	
	(2) at Highway 88.....	220/55	
	(3) at N. Limit Twp.....	220/55	
	Innisfil Twp.		
	(1) at Thornton Rd.....	220/55	
	(2) at S. Limit Twp.....	220/55	
401	*Oshawa-Newcastle		
	(1) City of Oshawa-Wilson Ave.....	93/56	
	(2) Town of Bowmanville-Liberty St.....	93/56	
	Toronto-Oshawa		
	(a) Scarborough Twp.		
	(1) Highland Creek.....	48/55	
	(2) Town Line.....	48/55	
	(b) Pickering Twp.		
	(1) Town Line.....	227/54	
	(2) Liverpool.....	227/54	
	(3) Pickering.....	227/54	
	(4) Ajax.....	227/54	
	(c) City of Oshawa		
	(1) Cromwell Ave.....	30/55	
	(2) Simcoe St.....	30/55	
	* (d) Town of Whitby		
	Brock Street (Hwy. 12).....	125/56	
	* (e) Whitby Twp.		
	Thickson Road.....	125/56	
	Toronto Interceptor		
	(1) Bayview Ave.....	161/55	
	(2) Yonge St.....	161/55	
	*Windsor to Quebec Boundary		
	Tilbury West Twp.		
	Road between Lots 6 and 7.....	153/56	
Q.E.W.	Bertie Township		
	(1) Bowen Rd.....	153/54	
	*Trafalgar Twp.		
	(1) Seventh Line Rd.....	70/57	
	(2) Lower Middle Rd. (Hwy. 122).....	70/57	
	(3) Upper Middle Rd.....	70/57	

*Denotes highway or interchange designated during the current Fiscal Year.

TOTAL MILEAGE AS OF MARCH 31, 1957..... 894.59

TOTAL MILEAGE DESIGNATED DURING FISCAL YEAR ENDING MARCH 31, 1957 226.15

APPENDIX No. 3C

SCHEDULE OF PLANS DESIGNATING SECTIONS OF THE KING'S HIGHWAY

COUNTY OR DISTRICT	PLAN NUMBER	LOCATION OF HIGHWAY	DATE DESIGNATED	HIGHWAY NUMBER	MILES
Carleton.....	P-1696-17.....	Goulbourn.....	June 27/56	Ashton to Stittsville 15	1.24
	P-1696-19.....	Goulbourn.....	June 27/56	Ashton to Stittsville 15	2.34
	P-2149-12.....	Osgoode.....	Oct. 11/56	31	Greeley By-pass .91
Durham.....	P-3064-13.....	Clarke.....	May 24/56	115 & 2	Interchange
Essex.....	P-2956-19.....	Maidstone.....	July 11/56	401	Interchange
	P-2956-20.....	Maidstone.....	July 11/56	401	Interchange
	P-2959-34.....	Sandwich South.....	July 11/56	401	Interchange
Frontenac.....	P-2398-16.....	Kingston.....	July 11/56	Diversion 38	1.45
Halton.....	P-2070-64.....	Nelson.....	June 21/56	Q.E.W.	2 & Q.E.W.
	P-1939-75.....	Trafalgar.....	May 24/56	Q.E.W.	Interchange
Leeds.....	P-3095-47.....	Elizabethtown.....	June 21/56	401	Interchange N. Augusta Road
	P-2140-23.....	Front of Leeds & Landsdowne.....	June 21/56	401 & 32	Interchange
Middlesex.....	P-3047-40.....	North Dorchester.....	Sept. 20/56	Interchange at Hwy. 73	
	P-3047-41.....	North Dorchester.....	Sept. 20/56	Interchange at Hwy. 74	
	P-3053-54.....	Westminster.....	Sept. 26/56	401	.85
	P-3053-45.....	Westminster.....	Sept. 26/56	401	Interchange
Muskoka.....	P-3121-17.....	Baxter.....	Oct. 11/56	103	.33
	P-3121-18.....	Baxter.....	Oct. 11/56	103	.51
	P-2119-30.....	Chaffey.....	Apr. 19/56	11	5.88
	P-3104-13.....	Gibson.....	Oct. 11/56	103	.31
	P-3104-14.....	Gibson.....	Oct. 11/56	103	.68
Nipissing.....	P-2500-15.....	Widdifield.....	May 9/56	7 & 8	1.89
Ontario.....	P-2307-19.....	Whitby.....	May 16/56	401	Interchange
	P-2307-20.....	Whitby.....	May 16/56.....	401	Interchange
Oxford.....	P-3046-19.....	East Oxford.....	July 15/56	401	Interchange
	P-3046-20.....	East Oxford.....	July 15/56	401	Interchange
	P-3046-21.....	East Oxford.....	July 15/56	401	Interchange
	P-3035-26.....	West Oxford.....	July 15/56	401	Interchange
Perth.....	P-2010-14.....	South Easthope.....	July 11/56	New Hamburg By-pass	.53
Renfrew.....	P-2998-5.....	Alice.....	Mar. 14/57	17	1.77
Simcoe.....	P-3021-19.....	Orillia (S.D.).....	Apr. 12/56	Orillia By-pass	Interchange
	P-3021-20.....	Orillia (S.D.).....	Apr. 12/56	11	.89
Sudbury.....	P-2747-12.....	Broder.....	Nov. 29/56	69	2.84
	P-3128-3.....	Broder.....	Nov. 29/56	69	1.90
	P-3066-22.....	Dill.....	Nov. 29/56	Sudbury By-pass	4.94
	P-3129-4.....	Waters.....	Nov. 29/56	69	2.65
	P-2976-34.....	McKim.....	Nov. 29/56	69	Sudbury Entr.
	P-3127-3.....	McKim.....	Nov. 29/56	69	Sudbury By-pass

COUNTY OR DISTRICT	PLAN NUMBERS	LOCATION OF HIGHWAY	DATE DESIGNATED	HIGHWAY NUMBER	MILES
Waterloo.....	P-1549-18.....	Wilmot.....	July 11/56	7 & 8	6.12
Wentworth.....	P-3070-12.....	Ancaster.....	May 24/56	2	5.13
	P-1977-44.....	Glanford.....	June 21/56	Mount Hope By-pass	1.33
	P-2113-121....	Saltfleet.....	May 9/56	6 Q.E.W.	Skyway
TOTAL, 42 PLANS.....					49.0

APPENDIX No. 4

BRIDGES COMPLETED DURING 1956

NAME	TYPE	SPAN	ROAD	TOWNSHIP	LOT	CONCESSION	COUNTY OR DISTRICT	D.H.O. DISTRICT
Allumette Island C.P.R. Overhead	Continuous concrete girder	50', 70', 50'	Pembroke-Allumette Island	Pembroke	10	II	Renfrew	9
Bobcaygeon S. Br.	Concrete rigid frame	2 @ 65'	Hwy. 36 Lindsay-Burleigh Falls	Verulam	16	X	Victoria	7
Burnt Bridge	Timber trestle (laminated timber deck)	2 @ 15', 2 @ 4'-6", 1 @ 31'	Killarney-Burwash	Rutherford			Manitoulin	17
Chikanishig River Br.	Timber trestle	5 @ 15', 2 @ 4'-6", 1 @ 31'	Killarney-Burwash	Rutherford & Killarney			Manitoulin	17
Coldwater River Br. No. 273	Crescoted Timber trestle	5 @ 19'		Dorton	10	III	Thunder Bay	19
Current River Br. No. 539	Timber truss	1 @ 60', 2 @ 18'		Gorham	78E		Thunder Bay	19
Don River Br. (Br. 123 Toronto By-pass)	Steel plate girder	78'-6", 3 @ 79'-0", 78'-6"	Hwy. 401 Toronto By-pass	N. York	14	III	York	6
Dorchester N. Twp. Br. 5 (Reynolds Creek)	Concrete barrel arch	44'-10"	Hwy. 401 Eastwood to Tempo	N. Dorchester	4	I	Middlesex	2
Dorchester N. Twp. Br. 8 Underpass	Concrete rigid frame girder	108'-1½"	Hwy. 401 & 73 Eastwood to Tempo	N. Dorchester	12 and 13	I-II	Middlesex	2
Driftwood River Br.	Steel deck truss Steel beam approaches	40', 120', 40'	Hwy. 11 Rev. Matheson-Monteith	Walker	N ½-12	I	Cochrane	14
Elanor Bay Br. Ext.	Timber trestle	21', 16', 14'	Sleeman-Morson	Morson	9	VII	Rainy River	20
Ethiobioke Twp. Underpass (Ontario Jockey Club)	Concrete rigid frame girder	85'-0"	Hwy. 27 @ Ont. Jockey Club	Ethiobioke	27	II and III	York	6
Evanturel Creek Br.	Concrete barrel arch	30'	Hwy. 65 New Liskeard-Elk Lake	Henwood	12	V	Temiskaming	14
Fifteen Mile Br.	Timber trestle	3 @ 15'	Sec. Rd. 560 Elk Lake-Gowganda	Lawson			Temiskaming	14
Footes Bay C.P.R. Overhead	Steel beam	44', 54', 44'	Hwy. 69 T.C.H. Port Severn-Footes Bay	Freeman	1	V	Muskoka	11

NAME	TYPE	SPAN	ROAD	TOWNSHIP	LOT	CONCESSION	COUNTY OR DISTRICT	D.H.O. DISTRICT
Forde Creek Br.	Timber trestle (Laminated timber deck)	3 @ 16' 2 @ 13'-3"	Hwy. 11 Hearst-Longlac	Studholme	19	III	Cochrane	16
Fraser River Br.	Timber trestle (Laminated timber deck)	5 @ 16' 2 @ 13'-3"	Hwy. 11 Hearst-Longlac	McCoig	unsurveyed		Cochrane	16
Geneva St. Overpass at St. Catharines	Concrete rigid frame	59'-5 1/8"	Q.E.W.	Grantham	17	V	Lincoln	4
Hawkesbury W. Twp. Overpass, Hwy. 34 and 17	Concrete rigid frame	59'-0"	17 T.C.H. and 34 Ottawa, Que. Bdy.	W. Hawkesbury	10 and 11	I	Prescott	9
Hazley Bay Br.	Concrete rigid frame	31' 6" 38'-0", 31'-6"	Hwy. 17 Allumette Island	Hwy. 17	10	II	Renfrew	9
Hoiles Creek Br.	Laminated timber trestle	2 @ 13'-3" 3 @ 16'	Hwy. 11 Hearst-Longlac	Grey	19	I	Thunder Bay	16
Hyslop's Br. (Little Maitland R.)	Steel girder	100'	Hwy. 86 Listowel to Wingham	Kingston	12	IV	Huron	3
Kingston Twp. Br. 12 C.P.R. Overhead	Reinf. concrete rigid frame	42'-2 1/4"	Hwy. 401 Belleville to Kingston	Pearson	S 1/2-20	II	Frontenac	8
Loukola Creek Br.	Crescoted timber on crescoted timber cribs	1 @ 14' 2 @ 10'	Hwy. 87 Wroxeter to Harriston	Minto	28	IX	Thunder Bay	19
Maitland River Overflow	Concrete rigid frame	40'-0"	Hwy. 87 Wroxeter to Harriston	Conmee	37 and 38	A and B	Wellington	3
Matawin River Br.	Steel through truss	200'-0"	Hwy. 17 T.C.H. Fort English	Scarborough	22 and 23	II	Thunder Bay	19
McCowans Rd. Underpass (Br. 131 Toronto By-pass)	Composite steel and concrete rigid frame	94'-6"	Hwy. 401 Toronto By-pass	Scarborough	4 and 5	II	York	6
Meadowvale Rd. Br. 135 (Br. 135 Toronto By-pass)	Composite steel and concrete rigid frame	115'-11 1/4"	Hwy. 401 Toronto By-pass	Williams E. and W.	1	VII	York	6
Mud Creek Br.	Concrete rigid frame	50'-0"	Hwy. 81 Hwy. 22-Parkhill	Murray	5	II	Middlesex	2
Murray Twp. Br. 6 C.N.R. Overhead	Concrete girder (precast)	41'-0"	Hwy. 401 Trenton-Brighton	Murray	4 and 5	II	Northumberland	7
Murray Twp. Br. 7	Concrete slab (precast)	36'-0"	Hwy. 401 Trenton-Brighton	Nairn	5	IV	Northumberland	7
Nairn C.P.R. Overhead	Steel beam	53'-8"	Hwy. 17 T.C.H. Nairn-McKerrow	Nelson	17	II	Sudbury	17
Nelson Twp. Br. F.W. 1 Freeman Wolfe Is. Rd.	Continuous concrete slab	56'-6" 79'-1" 56'-6"	Q.E.W.	Nelson			Halton	4

NAME	TYPE	SPAN	ROAD	TOWNSHIP	LOT	CONCESSION	COUNTY OR DISTRICT	D.H.O. DISTRICT
Nelson Twp. Gr. Sep. Burlington Interchange	Concrete rigid frame	59'-10 $\frac{1}{4}$ "	Q.E.W. and Hwy. 2	Nelson		Brant's Block	Halton	4
Novar C.N.R. Overhead	Steel beam	47'-6", 59'-0" 47'-6"	Hwy. 11 Big East R. Ennsdale	Perry	20	I	Parry Sound	11
Orillia Twp. Gr. Sep. Orillia By-pass and Hwy. 11	Concrete rigid frame hollow girder	123'-3 $\frac{1}{4}$ "	Orillia By-pass and Hwy. 11	Orillia	12	II	Simcoe	6
Orillia Twp. Gr. Sep. Orillia By-pass and Hwy. 12	C.R.F. hollow girder	110'-3 $\frac{1}{4}$ "	Orillia By-pass and Hwy. 12	Orillia	6 and 7	III	Simcoe	6
Oxford W. Twp. Br. 1	Concrete rigid frame girder	55'-1 $\frac{1}{4}$ "	Hwy. 401	Oxford E. and W.	22	III	Oxford	2
Peturssen Creek Br.	Timber trestle (Laminated timber deck)	7 @ 16' 2 @ 13'-3"	Hwy. 11 Hearst-Longlac				Thunder Bay	16
Pine River Br. No. 432	Steel truss on timber cribs	42'-0"		Pearson	21	I	Thunder Bay	19
Pitopiko River Br.	Timber trestle (Laminated timber deck)	3 @ 16' 2 @ 13'-3"	Hwy. 11 Hearst-Longlac	McCoig	Unsurveyed		Cochrane	16
St. Jacob's Br. over the Conestogo River	Steel truss low	2 @ 94'-0"	Hwy. 85 Waterloo to Elmira	Woolwich	36	X	Waterloo	3
Sandwich S. Twp. Br. 10 Walker Road Overpass	Concrete rigid frame	60'-3 $\frac{1}{2}$ "	Hwy. 401 Tilbury to Windsor	Sandwich S.	13	VI	Essex	1
Sandwich S. Twp. Br. 12 Middle Road Underpass	Concrete rigid frame girder	110'-8 $\frac{3}{8}$ "	Hwy. 401 Tilbury-Windsor	Sandwich S.	12	VI	Essex	1
Sandwich S. Twp. Br. 13 Hwy. 3 Interchange	Concrete rigid frame girder	2 @ 65'-7"	Hwy. 401 Tilbury-Windsor	Sandwich S.	306	N. Talbot Rd.	Essex	1
Sandwich S. Twp. Br. 14 Underpass Cons. 5 and 6	Concrete rigid frame girder	99'-1 $\frac{7}{8}$ "	Hwy. 401 Tilbury-Windsor	Sandwich S.	12	V	Essex	1
Sandwich W. Twp. Br. 1 Howard Ave. Underpass	Concrete rigid frame girder	111'-1"	Hwy. 401 Tilbury-Windsor	Sandwich W.	5	IV	Essex	1
Scarborough Twp. C.P.R. Overhead (Br. 127 Toronto By-pass)	Steel rigid frame	86'-4 $\frac{7}{8}$ "	Hwy. 401 Toronto By-pass	Scarborough	30	II	York	6
Scarborough Twp. Gr. Sep. (Br. 137 Toronto By-pass)	Steel beam concrete slab	2 @ 60'-0"	Hwy. 401 Toronto By-pass	Scarborough	2	I	York	6
Seymour River East Branch Bridge 2	Concrete rigid frame	40'-0"	Hwy. 69	Rama	27	"L"	Ontario	6

NAME	TYPE	SPAN	ROAD	TOWNSHIP	LOT	CONCESSION	COUNTY OR DISTRICT	D.H.O. DISTRICT
Skunk River Br.	Timber trestle (laminated timber deck)	7 @ 16' 2 @ 13'-3"	Hwy. 11 Hearst-Longlac	Gill	28	V	Cochrane	16
Slate River Br. No. 114	Cresosoted timber truss on cresosoted timber cribs	1 @ 60' 2 @ 18' 1 @ 14'		Paipoonge	5 and 6	III	Thunder Bay	19
Snake River Br.	Timber trestle (Laminated timber deck)	2 @ 16' 2 @ 13'-3"	Kelly's Inn-Cobden	Ross and Bromley	15 and 16	VII	Renfrew	10
Spanish River at Nairn	Steel through truss with steel beam approaches	50'-0", 250'-6" 50'-0", 50'-0"	Hwy. 17 T.C.H. Nairn-McKerrow	Nairn	11	II	Sudbury	17
Thurlow Twp. Br. 2 Hwy. 14 Underpass	Concrete rigid frame girder (partial box)	110'-0"	Hwy. 401 and 14 Belleville-Kingston	Thurlow	3	II	Hastings	8
Thurlow Twp. Br. 4 (Morr River)	Steel beam (prestressed concrete deck)	75'-0", 110'-0" 75'-0"	Hwy. 401 Belleville-Kingston	Thurlow	4 and 5	II	Hastings	8
Thurlow Twp. Br. 5 Hwy. 37 Underpass	Concrete rigid frame girder (partial box)	114'-0"	Hwy. 401 and 37 Belleville-Kingston	Thurlow	5	II	Hastings	8
Thurlow Twp. Br. 6 C.N.R. Overhead	Continuous steel beam	36'-3", 47'-6" 36'-3"	Hwy. 401 Belleville-Kingston	Thurlow	8 and 9	II	Hastings	8
Thurlow Twp. Br. 8 (Blessington Creek)	Concrete girder	40'-0"	Hwy. 401 Belleville-Kingston	Thurlow	29	II	Hastings	8
Valentine River Br.	Timber trestle (Laminated timber deck)	11 @ 16' 2 @ 13'-3"	Hwy. 11 Hearst-Longlac	Stoddart	11 and 12	III	Cochrane	16
Wanapetoi River Br.	Steel beam	65'-0", 90'-0" 65'-0"	Hwy. 69 T.C.H. Sudbury-Burwash	Dill	2	I	Sudbury	17
Westminster Twp. Br. 1	Concrete rigid frame	115'-6"	Hwy. 401 and 74 Eastwood-Tympo	Westminster	1 and 24	I and II	Middlesex	2
Westminster Twp. Br. 8	Rigid frame box girder	110'-1/4"	Hwy. 401 Eastwood-Tympo	Westminster	16	III	Middlesex	2
Westminster Twp. Br. 10 (Dingman Creek)	Triple 20 x 12 box culvert	3 @ 22'-3"	Hwy. 401 Eastwood-Tympo	Westminster	18	IV	Middlesex	2
Westminster Twp. Br. 19 Westminster Underpass	Concrete rigid frame girder	120'-2"	Hwy. 401 and 4 Eastwood-Tympo	Westminster	55	Talbot	Middlesex	2
Whitefish River Br. No. 393	Cresosoted timber truss on cedar timber cribs	28'-0"		Strange	3	IV and V	Thunder Bay	19
Windermere Cut-off Overpass	Concrete rigid frame	61'-8 9/8"	Q.E.W.	Nelson and Saltfleet	31	B.F.	Halton and Wentworth	4

APPENDIX No. 5

COUNTIES

Chronological Summary of Road Expenditure and Provincial Subsidy

YEAR	NUMBER OF COUNTIES	APPROVED EXPENDITURE	GOVERNMENT SUBSIDY
1903	4	\$ 166,149.06	\$ 55,383.02
1904	7	291,085.42	97,028.48
1905	6	179,593.62	59,864.53
1906	8	247,102.37	82,367.45
1907	14	383,518.86	127,839.62
1908	15	429,393.57	143,131.16
1909	16	440,374.08	146,791.36
1910	17	553,312.61	184,437.54
1911	19	712,072.52	237,357.50
1912	20	898,631.18	299,543.69
1913	20	847,684.15	282,561.35
1914	20	785,521.93	261,840.61
1915	20	811,540.05	270,513.34
1916	21	955,447.19	327,663.76
1917	30	1,388,341.87	483,621.32
1918	36	2,226,899.70	815,440.01
1919	37	5,714,937.19	2,623,719.24
1920	37	7,956,863.72	3,626,418.08
1921	37	11,078,288.39	5,119,882.26
1922	37	9,162,491.79	4,258,339.83
1923	37	7,403,509.96	3,418,523.07
1924	37	6,861,451.62	3,214,321.50
1925	37	6,608,431.04	3,222,678.10
1926	37	5,838,445.12	2,913,660.96
1927	37	7,424,464.85	3,706,719.88
1928	37	8,784,420.42	4,360,222.86
1929	37	9,212,758.04	4,591,110.16
1930	37	8,929,424.27	4,463,527.11
1931	37	7,265,350.65	3,625,860.66
1932	37	4,214,410.70	2,106,457.18
1933	37	3,058,622.91	1,529,228.37
1934	37	3,391,768.96	1,695,291.35
1935	37	3,107,215.32	1,553,273.39
1936	37	3,438,188.53	1,718,944.63
1937	37	4,062,753.39	2,031,372.49
1938	37	4,686,333.38	2,342,971.65
1939	37	4,775,109.01	2,387,240.73
1940	37	4,496,702.25	2,247,977.06
1941	37	4,805,301.60	2,402,650.75
1942	37	3,221,505.02	1,610,752.54
1943	37	3,951,745.47	1,975,872.73
1944	37	4,675,028.89	2,365,507.20
1945	37	5,692,079.85	2,898,135.97
1946	37	7,392,946.45	3,769,755.43
1947	37	9,597,750.67	5,064,601.24
1948	37	11,345,808.93	6,176,598.43
1949	37	12,645,251.23	6,949,735.96
1950	37	12,863,429.71	6,923,703.44
1951	37	15,136,060.35	8,058,376.21
1952	37	17,373,344.83	9,276,797.84
1953	37	16,404,875.09	8,822,596.50
1954	37	17,221,063.01	9,393,936.07
1955	37	19,193,907.77	10,304,707.49
1956	37	22,632,299.59	12,042,792.32
TOTALS TO DATE.....		\$332,941,008.15	\$168,669,645.42

APPENDIX No. 6

COUNTY ROAD MILEAGES AND EXPENDITURES

From Inception of County Road Systems to December 31st, 1956
Provincial Subsidies on 1956 Expenditures being paid in the 1956-57 Fiscal Year

COUNTY	YEAR OF ESTABLISHMENT OF SYSTEM	ROAD MILEAGES			TOTAL APPROVED EXPENDITURE TO END OF 1956	TOTAL GOVERNMENT GRANT
		COUNTY ROADS	COUNTY SUB-URBAN ROADS	TOTAL		
Brant.....	1917	85.99	35.00	120.99	\$ 5,510,984.65	\$ 2,877,705.88
Bruce.....	1917	303.06	.....	303.06	8,168,385.80	4,222,457.42
Carleton.....	1910	132.15	106.10	238.25	15,176,107.68	7,667,643.63
Dufferin.....	1918	176.85	.....	176.85	3,518,561.63	1,750,230.30
Elgin.....	1917	275.62	19.80	295.42	7,708,723.78	3,907,414.43
Essex.....	1916	205.93	42.00	247.93	12,030,214.36	6,176,023.48
Frontenac.....	1907	121.90	43.60	165.50	3,839,463.52	1,903,503.39
Grey.....	1918	326.62	35.00	361.62	9,201,192.00	4,666,625.04
Haldimand.....	1912	157.76	.....	157.76	7,311,498.97	3,669,939.59
Halton.....	1907	145.80	.....	145.80	5,437,466.21	2,682,825.97
Hastings.....	1904	277.59	6.20	283.79	6,850,731.75	3,351,699.25
Huron.....	1917	397.80	.....	397.80	8,729,086.32	4,594,509.70
Kent.....	1917	339.76	11.46	351.22	14,154,602.72	7,443,199.30
Lambton.....	1918	225.68	22.06	247.74	7,479,260.79	3,771,535.36
Lanark.....	1903	222.90	6.00	228.90	5,768,509.19	2,913,391.25
Leeds and Grenville...	1910	322.78	25.60	348.38	7,949,598.84	3,873,092.82
Lennox and Addington	1906	177.40	.....	177.40	5,312,339.56	2,718,656.99
Lincoln.....	1904	169.88	23.97	193.85	8,594,562.65	4,170,721.12
Middlesex.....	1906	450.35	64.25	514.60	14,161,028.09	7,218,833.55
Norfolk.....	1917	239.99	.....	239.99	8,794,009.41	4,438,837.52
Northumberland and Durham.....	1918	286.95	12.75	299.70	7,734,961.88	3,933,024.45
Ontario.....	1918	222.56	19.75	242.31	6,520,304.71	3,317,566.27
Oxford.....	1904	204.22	15.30	219.52	7,752,667.33	3,785,661.30
Peel.....	1907	149.03	.....	149.03	8,256,599.75	4,161,479.21
Perth.....	1907	186.60	23.55	210.15	5,800,075.11	2,944,287.62
Peterborough.....	1919	130.30	70.00	200.30	4,535,646.18	2,427,920.31
Prescott and Russell	1917	336.53	.....	336.53	9,828,469.12	4,844,372.69
Prince Edward.....	1907	187.83	.....	187.83	4,720,131.36	2,325,017.91
Renfrew.....	1918	242.86	.....	242.86	8,264,948.56	4,263,715.18
Simcoe.....	1903	263.70	.....	263.70	9,809,441.45	4,890,896.44
Stormont, Dundas and Glengarry.....	1917	436.80	28.50	465.30	12,193,472.28	6,133,831.13
Victoria.....	1917	224.40	.....	224.40	5,649,015.98	2,919,480.54
Waterloo.....	1908	140.30	79.10	219.40	9,999,857.39	5,152,481.98
Welland.....	1912	133.85	34.05	167.90	11,132,595.59	5,584,209.35
Wellington.....	1903	353.65	38.50	392.15	11,681,409.15	6,090,165.56
Wentworth.....	1903	79.41	105.00	184.41	10,868,910.23	5,361,973.48
York.....	1911	.....	182.23	182.23	32,496,174.16	16,514,716.01
TOTALS.....	.....	8,334.80	1,049.77	9,384.57	\$332,941,008.15	\$168,669,645.42



Construction underway on the Lindsay By-Pass, Highway 7, Trans-Canada, near Scugog River, Port Hope District.



Section of Highway 17, Trans-Canada, under construction north of Agawa River, White River Project, closing "gap" on Ontario's mileage of the National Road Artery.

APPENDIX

SUMMARY OF COUNTY

(Government Subsidies Paid)

NAME OF COUNTY	ROADS		BRIDGES AND CULVERTS	
	CONSTRUCTION	MAINTENANCE	CONSTRUCTION	MAINTENANCE
Brant.....	\$ 91,545.42	\$ 88,813.79	\$ 99,872.49	\$ 3,078.65
Bruce.....	200,171.28	93,687.73	74,204.36	4,883.17
Carleton.....	1,219,784.72	182,208.61	216,956.42	9,849.08
Dufferin.....	101,289.09	86,154.51	10,668.87	2,838.55
Elgin.....	183,959.54	268,608.27	58,747.93	23,227.80
Essex.....	412,843.67	270,660.96	52,236.14	.....
Frontenac.....	70,124.59	93,177.99	17,602.49	3,186.85
Grey.....	161,360.87	236,786.65	16,654.67	3,910.59
Haldimand.....	317,168.98	76,882.41	14,152.32	6,571.28
Halton.....	245,379.89	176,962.31	30,820.11	2,982.50
Hastings.....	79,453.13	167,389.66	15,209.68	10,243.27
Huron.....	194,146.78	152,837.89	145,261.36	25,000.00
Kent.....	457,265.16	198,159.48	21,544.21	41,955.81
Lambton.....	600,568.40	138,096.69	28,928.09	9,043.65
Lanark.....	102,278.44	124,854.33	21,535.75	13,556.21
Leeds and Grenville.....	159,480.69	184,772.79	2,519.75	11,921.16
Lennox and Addington.....	103,242.01	90,027.75	12,203.22	1,007.73
Lincoln.....	261,823.63	152,190.10	51,132.55	2,500.00
Middlesex.....	815,827.83	273,375.59	135,973.83	10,630.02
Norfolk.....	205,324.84	174,328.40	86,699.34	4,787.61
Northumberland and Durham.....	303,768.83	124,713.22	30,623.40	2,296.70
Ontario.....	269,322.41	203,966.90	23,279.35	10,693.15
Oxford.....	200,977.58	186,867.92	25,406.25	5,690.51
Peel.....	308,135.52	199,403.61	83,980.95	1,325.21
Perth.....	195,947.67	193,367.95	30,160.72	4,341.42
Peterborough.....	236,332.30	67,958.00	28,820.56	3,529.13
Prescott and Russell.....	212,304.21	184,279.42	88,700.44	28,242.43
Prince Edward.....	172,740.35	85,900.95	14,030.97	3,242.72
Renfrew.....	650,132.86	126,207.65	32,233.77	6,780.47
Simcoe.....	185,554.43	284,482.64	54,278.70	2,064.24
Stormont, Dundas and Glengarry	331,438.98	149,499.56	23,989.42	17,918.80
Victoria.....	60,935.95	138,097.67	18,307.11	3,013.40
Waterloo.....	309,235.35	174,551.39	211,030.23	2,450.52
Welland.....	566,504.68	227,818.56	.....	.....
Wellington.....	314,762.50	396,265.00	152,888.39	12,251.44
Wentworth.....	740,023.46	247,997.93	44,528.91	17,225.51
York.....	1,009,462.80	263,988.97	113,332.75	21,386.53
TOTALS.....	\$12,050,618.84	\$ 6,485,343.25	\$ 2,088,515.50	\$ 333,626.11

SUMMARY OF METROPOLITAN

Metropolitan Toronto	\$7,557,172.33	\$2,011,451.90	\$4,074,051.11	\$ 279,023.73
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No. 7

ROAD EXPENDITURES—1956

in the 1956-1957 Fiscal Year)

WINTER CONTROL (MAINTENANCE)	APPROVED EXPENDITURE			GOVERNMENT SUBSIDY 50% AND 80%
	CONSTRUCTION	MAINTENANCE	TOTAL	
\$ 18,870.25	\$ 191,417.91	\$ 110,762.69	\$ 302,180.60	\$ 181,975.64
60,970.57	274,375.64	159,541.47	433,917.11	240,684.82
63,451.77	1,436,741.14	255,509.46	1,692,250.60	914,166.95
31,592.74	111,957.96	120,585.80	232,543.76	120,324.11
14,368.35	242,707.47	306,204.42	584,911.89	299,048.67
15,616.58	465,079.81	286,277.54	751,357.35	391,349.52
28,362.44	87,727.08	124,727.28	212,454.36	112,463.98
102,320.40	178,015.54	343,017.64	521,033.18	266,686.17
1,988.75	331,321.30	85,442.44	416,763.74	214,598.95
29,592.72	276,200.00	209,537.53	485,737.53	253,009.55
44,177.70	94,662.81	221,810.63	316,473.44	165,872.61
82,119.74	339,408.14	259,957.63	599,365.77	350,761.29
5,923.69	478,809.37	246,038.98	724,848.35	381,474.18
7,529.20	629,496.49	154,669.54	784,166.03	403,474.54
29,369.35	123,814.19	167,779.89	291,594.08	156,324.63
26,805.61	162,000.44	223,499.56	385,500.00	197,082.27
20,502.02	115,445.23	111,537.50	226,982.73	117,454.66
26,222.34	312,956.18	180,912.44	493,868.62	263,024.08
56,183.91	951,801.66	340,189.52	1,291,991.18	689,976.74
29,642.73	292,024.18	208,758.74	500,782.92	277,837.55
67,487.41	334,392.23	194,497.33	528,889.56	274,320.81
46,474.63	292,601.76	261,134.68	553,736.44	287,059.97
36,707.58	226,383.83	229,266.01	455,649.84	237,153.95
74,332.69	392,116.47	275,061.51	667,177.98	359,180.84
21,337.67	226,108.39	219,047.04	445,155.43	232,928.35
34,481.11	265,152.86	105,968.24	371,121.10	195,265.46
24,069.63	301,004.65	236,591.48	537,596.13	303,880.92
26,255.79	186,771.32	115,399.46	302,170.78	156,267.50
27,040.32	682,366.63	160,028.44	842,395.07	432,901.80
82,317.94	239,833.13	368,864.82	608,697.95	321,251.86
73,309.18	355,428.40	240,727.54	596,155.94	310,650.44
32,943.88	79,243.06	174,054.95	253,298.01	133,045.16
64,887.55	520,265.58	241,889.46	762,155.04	445,121.75
50,003.01	566,504.68	277,821.57	844,326.25	422,163.12
110,058.03	467,650.89	518,574.47	986,225.36	542,654.63
80,122.43	784,552.37	345,345.87	1,129,898.24	583,475.45
126,756.18	1,122,795.55	412,131.68	1,534,927.23	807,879.40
\$1,674,195.89	\$14,139,134.34	\$8,493,165.25	\$22,632,299.59	\$12,042,792.32

ROAD EXPENDITURES—1956

\$ 957,626.68	\$11,631,223.44	\$3,248,102.31	\$14,879,325.75	\$ 7,439,662.88
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APPENDIX No. 8

ORGANIZED TOWNSHIPS

Chronological Summary of Road Expenditure and Provincial Subsidy
Including Improvement Districts, and Indian Reserves

YEAR	NO. OF TOWNSHIPS	APPROVED EXPENDITURE	SUBSIDY
1920 to 1934	172-352	\$ 58,394,540.06	\$ 18,743,070.89
1935	353	2,945,424.37	1,233,806.48
1936	357	2,988,617.38	1,251,632.43
1937	358	3,857,518.61	1,943,344.98
1938	574	4,826,905.00	2,553,837.97
1939	583	5,392,981.59	2,865,752.12
1940	584	4,505,295.63	2,411,064.90
1941	584	5,452,286.74	2,917,816.44
1942	583	3,698,301.35	1,978,368.31
1943	584	5,512,990.52	2,929,508.15
1944	585	6,263,799.90	3,400,704.29
1945	596	7,696,533.87	4,177,608.83
1946	602	9,366,654.59	5,131,432.11
1947	604	12,562,798.76	7,064,222.50
1948	606	13,688,529.08	7,763,289.85
1949	609	15,262,451.16	8,658,125.77
1950	610	15,852,838.23	8,944,246.08
1951	610	18,774,705.27	10,544,324.37
1952	614	21,261,356.88	11,966,206.37
1953	615	20,448,782.51	11,477,684.36
1954	617	23,346,392.74	13,185,561.47
1955	619	27,026,146.81	15,376,232.29
1956	623	30,080,387.33	16,908,428.56
	TOTALS.....	\$319,206,238.38	\$163,426,269.52

NOTE. — 572 Townships, 21 improvement Districts, and 30 Indian Reserves are represented in the above expenditures for 1956.

APPENDIX No. 9**CITIES, TOWNS AND VILLAGES****Chronological Summary of Road Expenditure and Provincial Subsidy**

YEAR	NO. OF URBAN MUNICIPALITIES	APPROVED EXPENDITURE	SUBSIDY
1947	324	\$ 5,334,316.72	\$ 2,667,158.49
1948	327	5,614,300.68	2,807,150.46
1949	330	12,194,258.56	4,550,703.10
1950	331	12,834,506.55	4,823,922.36
1951	334	15,956,137.03	5,931,088.54
1952	333	15,898,102.64	5,946,052.04
1953	335	17,598,631.85	6,890,106.26
1954	336	18,223,848.41	7,021,797.64
1955	338	21,703,070.95	8,560,475.48
1956	339	24,456,353.43	9,612,156.92
	TOTALS.....	\$149,813,526.82	\$ 58,810,611.29

APPENDIX No. 10

MILEAGE OF URBAN ROAD SURFACES AT THE END OF 1956
ROADS UNDER LOCAL AUTHORITY

COUNTY	EARTH	GRAVEL OR STONE	SURFACE TREATED GRAVEL OR STONE	LOW-COST BITUMI- NOUS SURFACES	MIX. MAC. OR ASPHALTIC CONCRETE	CEMENT, CONCRETE, BRICK, ETC.	TOTAL
Brant.....	1.00	51.52	62.22	17.65	22.45	15.49	170.33
Bruce.....	10.85	58.27	19.82	21.02	11.04	1.50	122.50
Carleton.....	55.48	141.87	2.10	96.30	170.35	.....	466.10
Dufferin.....	4.45	7.70	5.90	0.37	7.44	4.04	29.90
Elgin.....	7.90	15.99	15.40	28.21	23.35	3.35	94.20
Essex.....	50.51	85.77	43.24	20.48	105.75	186.32	492.07
Frontenac.....	0.82	.....	21.56	16.16	43.67	0.30	82.51
Grey.....	28.36	35.68	80.23	7.09	13.65	6.51	171.52
Haldimand.....	4.74	17.07	3.92	13.61	13.91	0.90	54.15
Halton.....	3.33	38.85	33.47	3.95	26.69	6.60	112.89
Hastings.....	9.90	20.15	55.60	7.50	19.61	0.13	112.89
Huron.....	3.81	26.15	30.28	37.17	12.46	5.83	115.70
Kent.....	2.49	32.77	33.25	8.81	59.20	24.43	160.95
Lambton.....	1.72	111.44	35.95	17.90	59.53	12.28	238.82
Lanark.....	11.72	16.94	13.10	26.47	30.85	1.00	100.08
Lennox-Addington.....	.....	4.82	17.45	.....	3.10	.....	25.37
Leeds and Grenville.....	18.72	22.70	2.47	29.25	15.65	23.45	112.24
Lincoln.....	10.87	20.98	7.14	28.12	46.45	42.68	156.24
Middlesex.....	9.33	46.60	91.26	70.33	.....	6.60	224.12
Norfolk.....	3.78	15.26	29.97	17.25	3.40	3.20	72.86
Northumberland and Durham.....	2.80	64.08	54.40	20.10	48.02	5.80	195.20
Ontario.....	8.36	41.52	103.47	42.75	21.55	45.22	262.87
Oxford.....	7.92	25.47	35.20	49.27	12.32	11.52	141.70
Peel.....	0.18	20.92	4.73	22.14	14.04	0.48	62.49
Perth.....	12.90	19.72	50.33	25.08	40.60	2.64	151.27
Peterborough.....	0.50	24.95	55.14	7.77	27.54	4.20	120.10
Prescott and Russell.....	3.10	6.35	7.00	6.18	9.00	0.50	32.13
Prince Edward.....	.....	0.21	8.91	2.87	8.36	.....	20.35
Renfrew.....	12.61	15.05	25.42	6.63	32.02	0.15	91.88
Simcoe.....	30.64	110.02	70.83	11.06	37.67	12.17	272.39
Stormont, Dundas and Glengarry.....	4.25	5.89	9.70	20.89	4.86	18.22	63.81
Victoria.....	3.00	16.00	23.45	3.40	30.10	.....	75.95
Waterloo.....	33.69	2.30	62.09	129.94	114.01	23.59	365.62
Welland.....	7.15	31.07	22.16	79.95	67.84	14.92	223.09
Wellington.....	17.29	18.50	94.66	29.47	14.96	33.45	208.33
Wentworth.....	3.85	65.96	36.10	117.78	207.50	3.33	434.52
York.....	1.89	54.37	6.54	3.09	10.84	.....	76.73
TOTALS—Counties.....	389.91	1,292.91	1,274.46	1,046.01	1,389.78	520.80	5,913.87
Metro. Toronto Area.....	11.43	7.09	21.89	8.96	538.67	25.52	613.56
DISTRICT							
Algoma.....	41.00	28.93	10.00	15.32	23.50	6.00	124.75
Cochrane.....	1.99	29.75	21.00	28.33	7.30	5.26	93.63
Kenora.....	9.16	33.77	15.69	0.25	21.12	.....	79.99
Manitoulin.....	5.50	12.20	1.60	1.70	.....	.....	21.00
Muskoka.....	5.63	47.10	25.00	26.38	2.83	2.75	109.69
Nipissing.....	3.05	25.16	33.55	12.60	24.15	0.70	99.21
Parry Sound.....	.....	47.16	4.00	7.55	12.10	.....	70.81
Rainy River.....	5.56	28.97	9.93	2.62	1.60	1.67	50.35
Sudbury.....	4.85	33.86	75.67	21.94	28.15	1.00	165.47
Timiskaming.....	.....	35.25	9.50	11.25	8.35	.....	64.35
Thunder Bay.....	19.00	60.60	51.30	9.94	74.45	16.59	231.88
TOTALS—Districts.....	95.74	382.75	257.24	137.88	203.55	33.97	1,111.13
GRAND TOTALS.....	497.08	1,682.75	1,553.59	1,192.85	2,132.00	580.29	7,638.56



Construction of new Burnt River Bridge underway on Secondary Highway 500, Huntsville District, Sept. 12, 1956.



Department of Highways photo shows Burnt River Bridge on Secondary Highway 500, Huntsville District, completed.

APPENDIX

MILEAGE OF ROAD SURFACES

COUNTY	COUNTY ROADS				
	EARTH	GRAVEL OR STONE	SURFACE TREATED GRAVEL OR STONE	LOW-COST BITUMI- NOUS SURFACES	MIX. MAC OR ASPHALTIC CONCRETE
Brant.....		23.00	13.85	84.14	
Bruce.....		170.92		130.29	0.30
Carleton.....		67.90	26.40	38.98	104.97
Dufferin.....		168.85		8.00	
Elgin.....		154.24	0.83	140.35	
Essex.....		109.60	40.17	45.73	17.07
Frontenac.....		95.65	57.00	11.70	1.15
Grey.....		309.55		43.75	2.00
Haldimand.....	0.67	62.29	79.40	11.63	
Halton.....		77.98	24.60	18.97	9.75
Hastings.....		192.17	48.75	18.85	21.72
Huron.....		270.75	3.30	123.75	
Kent.....		92.81		6.06	242.35
Lambton.....		136.21		57.58	47.75
Lanark.....	3.70	159.55	14.50	32.30	18.85
Lennox and Addington.....		43.80	56.80	19.50	57.30
Leeds and Grenville.....		176.70	3.70	99.34	67.84
Lincoln.....		18.58	98.31	64.61	5.35
Middlesex.....		270.96		188.40	18.55
Norfolk.....		18.45		220.30	
Northumberland and Durham.....		193.55	2.05	63.90	39.60
Ontario.....		136.18	7.09	83.69	12.54
Oxford.....	112.25		104.77	2.50	
Peel.....		81.53	30.60	14.00	19.07
Perth.....			175.75	31.70	2.70
Peterborough.....		148.70		45.80	5.80
Prescott and Russell.....	2.95	221.55	35.75	48.70	27.58
Prince Edward.....		92.53	33.87	45.48	7.35
Renfrew.....		82.85	34.80	54.03	70.18
Simcoe.....		223.30		20.30	20.10
Stormont, Dundas and Glengarry.....		193.65	91.00	157.35	22.00
Victoria.....		150.70		70.70	3.00
Waterloo.....		92.30	54.80	36.70	3.60
Welland.....		13.15	93.25	14.00	40.55
Wellington.....		212.00	97.30	64.25	13.30
Wentworth.....		5.75	103.51	73.65	1.50
York.....		70.81	18.32	74.35	18.25
TOTALS — Counties.....	119.57	4,538.51	1,350.47	2,265.33	922.07
Metropolitan Toronto Area.....	3.21	5.29	30.61	6.45	230.65
DISTRICTS					
Algoma.....					
Cochrane.....					
Haliburton.....					
Kenora.....					
Manitoulin.....					
Muskoka.....					
Nipissing.....					
Parry Sound.....					
Rainy River.....					
Sudbury.....					
Temiskaming.....					
Thunder Bay.....					
TOTALS — Districts.....					
Unorganized Townships.....					
GRAND TOTALS.....	122.78	4,543.80	1,381.08	2,271.78	1,152.72

No. 11

AT THE END OF 1956

ORGANIZED TOWNSHIP ROADS

CEMENT, CON- CRETE	TOTAL	EARTH	GRAVEL OR STONE	SURFACE TREATED GRAVEL OR STONE	LOW-COST BITUMI- NOUS SURFACES	MIX. MAC. OR ASPHALTIC CONCRETE	CEMENT, CON- CRETE	TOTAL
.....	120.99	49.27	448.90	11.85	1.57	0.25	.....	511.84
1.55	303.06	99.50	1,676.70	30.25	1.69	12.00	.....	1,820.14
.....	238.25	172.05	885.50	11.00	5.90	8.40	.....	1,082.85
.....	176.85	63.25	638.75	85.00	.....	.....	.....	787.00
.....	295.42	4.94	866.09	13.00	.....	.....	.....	884.03
35.36	247.93	34.90	868.59	77.48	0.10	12.41	39.02	1,032.50
.....	165.50	334.60	608.50	4.70	5.20	2.30	.....	955.30
6.32	361.62	213.30	1,900.95	1.25	.....	.....	.....	2,115.50
3.77	157.76	79.74	480.20	12.00	18.50	5.00	.....	595.44
14.50	145.80	5.90	459.89	41.57	.....	0.81	2.50	510.67
2.30	283.79	319.00	1,187.50	5.50	.....	1.68	.....	1,513.68
.....	397.80	63.50	1,438.65	51.00	10.75	5.75	1.00	1,570.65
10.00	351.22	66.78	1,218.90	.....	3.00	4.46	0.15	1,293.29
6.20	247.74	192.71	1,171.27	2.22	14.26	5.50	.....	1,385.96
.....	228.90	488.40	514.75	.....	3.70	.....	.....	1,006.85
.....	177.40	231.70	410.81	4.75	0.50	0.54	.....	648.30
0.80	348.38	501.50	769.84	.....	33.20	22.40	.....	1,326.94
7.00	193.85	96.44	436.85	30.48	27.55	4.50	4.12	599.94
36.69	514.60	67.94	1,577.47	65.84	5.97	.....	0.40	1,717.62
1.24	239.99	132.20	752.99	15.28	105.61	.....	.....	1,006.08
0.60	299.70	255.40	1,863.23	.....	43.32	.....	.....	2,161.95
2.81	242.31	213.30	852.64	.....	9.60	6.76	.....	1,082.30
.....	219.52	.....	1,084.57	.....	7.23	.....	.....	1,091.80
3.83	149.03	76.05	549.43	93.26	.....	7.90	.....	726.64
.....	210.15	24.80	1,022.00	.....	0.25	0.25	.....	1,047.30
.....	200.30	148.00	781.90	.....	.....	0.60	.....	930.50
.....	336.53	559.65	472.50	0.10	.....	.....	.....	1,032.25
8.60	187.83	31.10	324.67	0.20	1.00	.....	.....	356.97
1.00	242.86	1,015.50	670.76	.....	2.00	0.80	.....	1,689.06
.....	263.70	266.53	1,866.42	3.30	.....	13.40	.....	2,149.65
1.30	465.30	494.80	872.40	.....	6.35	2.00	4.75	1,380.30
.....	224.40	167.30	749.80	.....	.....	.....	.....	917.10
32.00	219.40	8.75	599.50	.....	9.15	0.25	0.25	617.90
6.95	167.90	357.74	405.85	135.08	19.38	28.41	2.10	948.56
5.30	392.15	100.10	1,141.70	27.00	1.80	.....	0.50	1,271.10
.....	184.41	30.11	503.13	12.08	5.58	.....	.....	550.90
0.50	182.23	73.90	761.39	28.20	9.19	12.18	.....	884.86
188.62	9,384.57	7,040.65	32,834.99	762.39	352.35	158.55	54.79	41,203.72
ROADS								
6.87	283.08	81.97	214.96	596.68	16.04	463.37	8.37	1,381.39
.....	.....	169.60	549.70	.....	3.00	.....	.....	722.30
.....	.....	72.25	523.33	8.00	13.62	2.50	.....	619.70
.....	.....	192.35	251.95	.....	11.13	.....	.....	455.43
.....	.....	28.00	180.69	.....	.....	.....	.....	208.69
.....	.....	76.00	440.45	.....	0.50	.....	.....	516.95
.....	.....	337.35	504.50	.....	42.40	.....	.....	884.25
.....	.....	137.10	516.85	.....	12.80	.....	.....	666.75
.....	.....	82.30	917.00	.....	2.00	.....	.....	1,001.30
.....	.....	87.65	496.10	.....	0.90	.....	.....	584.65
.....	.....	111.75	595.75	6.50	22.00	10.20	2.00	748.20
.....	.....	94.10	526.05	2.00	15.00	.....	.....	637.15
.....	.....	58.20	553.92	30.40	23.29	6.33	0.35	672.49
.....	.....	1,446.65	6,056.29	46.90	146.64	19.03	2.35	7,717.86
.....	.....	1,244.63	3,601.25	.....	.....	.....	.....	4,845.88
195.49	9,667.65	9,813.90	42,707.49	1,405.97	515.03	640.95	65.51	55,148.85

APPENDIX No. 12

SUMMARY OF EXPENDITURES ON URBAN STREETS—1956

Approved 1956 Expenditures by Cities, Towns, and Villages under Part VII of the Highway Improvement Act

MUNICIPAL ROAD DISTRICT No.	CITIES (29) SEP. TOWNS (8) AND BEACH COMMISSIONS (1)	APPROVED EXPENDITURES — 1956			GOVERNMENT SUBSIDY 33 1/2% AND 50% AND 80%
		TOWNS (146)	VILLAGES (155)	URBAN TOTAL (339)	
1	\$ 1,263,348.74	\$ 259,492.15	\$ 79,250.42	\$ 1,602,091.31	\$ 605,087.74
2	950,293.07	214,784.69	75,718.85	1,240,796.61	464,099.52
3	1,483,540.09	342,191.84	78,367.37	1,904,099.30	724,635.73
4	3,521,711.74	585,218.32	120,825.06	4,227,755.12	1,559,265.50
5	86,064.47	180,131.58	52,567.21	318,763.26	150,110.55
6	.....	1,085,531.32	284,210.72	1,369,742.04	731,608.68
6 M.T.A.	2,930,516.69	204,168.55	331,098.15	3,465,783.39	1,244,853.74
7	310,006.93	234,385.74	47,853.99	592,246.66	257,680.08
8	760,628.38	38,759.04	51,279.72	850,667.14	314,720.07
9	3,065,046.57	440,488.31	93,186.06	3,598,720.94	1,352,606.24
10	.....	244,802.67	49,479.52	294,282.19	155,530.60
11	960,200.00	287,807.70	102,990.25	1,350,997.95	545,982.92
12	.....	58,068.34	17,173.64	75,241.98	40,372.40
13	159,454.88	122,003.93	5,000.00	286,458.81	119,946.12
14	.....	343,611.25	2,969.05	346,580.30	175,121.36
16	.....	376,785.11	.....	376,785.11	189,127.07
17	842,517.78	196,485.78	.....	1,039,003.56	391,203.71
18	359,362.00	31,553.68	801.30	391,716.98	137,176.05
19	678,387.50	36,459.76	.....	714,847.26	244,359.04
20	.....	409,773.52	.....	409,773.52	208,669.80
TOTALS.....	\$1,371,078.84	\$5,692,503.28	\$1,392,771.31	\$24,456,353.43	\$9,612,156.92

NOTE: — 1 Town Did Not Apply for Subsidy in 1956.

APPENDIX No. 13

TYPES OF SURFACES OF THE KING'S HIGHWAYS

(As of December 31, 1956)

County or District	Concrete	Bituminous Pavement	Mulch	Gravel	Total
Algoma.....	28.48	96.70	119.05	54.91	299.14
Brant.....	15.32	60.64	9.03	.....	84.99
Bruce.....	10.04	107.88	15.45	36.95	170.32
Carleton.....	0.32	126.80	3.03	.....	130.15
Cochrane.....	1.59	107.78	104.45	182.01	395.83
Dufferin.....	20.43	38.20	.....	9.12	67.75
Dundas.....	.....	42.12	7.35	.....	49.47
Durham.....	.....	81.28	.....	35.52	116.80
Elgin.....	17.32	89.87	11.94	.....	119.13
Essex.....	53.02	129.56	18.92	.....	201.50
Frontenac.....	0.41	92.53	34.76	27.80	155.50
Glengarry.....	.....	56.98	0.40	1.55	58.93
Grenville.....	9.86	36.57	.....	.....	46.43
Grey.....	5.29	121.12	3.27	10.44	140.12
Haldimand.....	0.27	75.25	2.21	.....	77.73
Haliburton.....	.....	53.21	35.58	10.01	98.80
Halton.....	4.47	67.86	4.74	0.96	78.03
Hastings.....	.....	112.27	99.33	8.80	220.40
Huron.....	8.82	161.16	10.96	24.12	205.06
Kenora.....	.....	160.03	30.17	297.57	487.77
Kent.....	24.04	151.95	.....	.....	175.99
Lambton.....	26.13	125.96	.....	2.90	154.99
Lanark.....	.....	92.27	0.58	.....	92.85
Leeds.....	11.59	153.63	6.73	.....	171.95
Lennox and Addington.....	.....	48.27	71.71	6.87	126.85
Lincoln.....	4.51	55.45	18.89	0.85	79.70
Manitoulin.....	.....	.....	17.50	38.35	55.85
Middlesex.....	16.42	181.10	5.85	17.78	221.15
Muskoka.....	.....	86.58	87.08	.....	173.66
Nipissing.....	9.17	158.75	132.67	59.63	360.22
Norfolk.....	7.74	54.89	.....	.....	62.63
Northumberland.....	.....	76.82	14.08	9.55	100.45
Ontario.....	51.20	86.17	13.22	1.35	151.94
Oxford.....	9.60	89.69	2.00	27.26	128.55
Parry Sound.....	2.13	70.73	81.06	56.66	210.58
Peel.....	8.92	65.36	19.87	12.20	106.35
Perth.....	5.70	113.48	.....	12.92	132.10
Peterborough.....	7.95	63.03	27.83	26.10	124.91
Prince Edward.....	0.29	33.22	13.89	11.23	58.63
Prescott.....	2.79	73.43	0.50	.....	76.72
Rainy River.....	.....	63.96	46.17	11.50	121.63
Renfrew.....	13.68	114.30	108.50	28.29	264.77
Russell.....	1.36	36.57	0.88	1.10	39.91
Simcoe.....	12.20	258.32	10.65	18.66	299.83
Stormont.....	.....	44.14	1.08	2.42	47.64
Sudbury.....	14.46	119.38	35.35	101.19	270.38
Temiskaming.....	.....	99.39	69.85	79.72	248.96
Thunder Bay.....	.....	361.19	46.46	188.13	595.78
Victoria.....	1.50	84.78	46.03	18.36	150.67
Waterloo.....	8.01	51.22	1.00	13.98	74.21
Welland.....	30.33	68.94	10.98	0.30	110.55
Wellington.....	29.02	92.58	4.95	12.27	138.82
Wentworth.....	6.19	132.36	14.59	12.15	165.29
York.....	16.02	132.47	33.68	10.65	192.82
TOTALS.....	496.59	5,258.19	1,454.27	1,482.13	8,691.18

APPENDIX No. 14

DEVELOPMENT ROAD EXPENDITURES IN ORGANIZED MUNICIPALITIES—1956
(Authorized by Part VI of The Highway Improvement Act)

ROAD No.	DESCRIPTION OR LOCATION	LENGTH MILES	JURISDICTION (Township unless otherwise indicated)	COUNTY OR DISTRICT	EXPENDITURE 1956-57 \$
6	Vankoughnet Road	15.0	Draper and Oakley	Muskoka	32,042.63
35	Peninsula Road	6.0	Humphry	Parry Sound	26,554.48
40	Kemptville—Merriekville	11.2	County	Leeds and Grenville	84,943.45
43	Lighthouse Beach Road	7.0	North Himsworth	Parry Sound	11,902.36
48	North and South Pardee Road	9.0	Needing	Thunder Bay	34,537.97
62	Wharow Lake Road	6.0	Orilla	Simcoe	74,780.68
67	W. Gage Road	8.9	Black River	Cochrane	3,316.91
76	Réseau River Road	9.0	County	Leeds and Grenville	44,464.27
102	Bellamy Road	9.0	Fakenham	Lanark	7,700.00
106	Church Road	20.0	Ortway and Cavendish	Peterborough	7,281.25
119	Alderdale—Chiswick	6.5	Chisholm	Nipissing	2,841.52
121	Booth Track	4.7	East Ferris and North Himsworth	Nipissing and Parry Sound	20,051.07
122	Old Nipissing Road	4.7	Chapman	Parry Sound	20,051.07
128	Rose Point Swing Bridge	3.5	Parry Sound Indian Reserve	Parry Sound	4,553.47
132	Battersea Road	2.5	County	Frontenac	12,895.87
134	Orrville—Rosseau	6.0	Christie	Parry Sound	8,009.98
135	Sideroad 20/21	4.0	Macfar	Parry Sound	8,136.60
136	Concession X/XI	4.0	South Himsworth	Parry Sound	3,683.84
137	Silver Miller Road	5.0	Coleman	Temiskaming	67,053.38
148	Winchester Westerly	10.5	County	Temiskaming, Dundas and Glengarry	41,930.36
149	Alexandria Easterly	9.0	County	Stormont, Dundas and Glengarry	23,128.36
160	Peninsula Road	10.5	Medora and Wood	Muskoka	5,612.00
165	Rosetta—Hopetown	8.5	Lanark	Lanark	28,982.58
169	Fletcher Lake Road	10.0	Sherborne et al	Haliburton	65,620.45
170	Perth Road	12.0	County	Frontenac	25,839.66
173	Franktown—Foxboro	8.5	County	Hastings	24,984.98
177	Hardwood Lake—Mayo	11.0	Raglan	Renfrew	5,896.45
178	French Line	5.0	Darling	Lanark	14,675.60
186	Quadrville—Foymount	10.0	Brudenell and Lyndoch	Renfrew	865.47
187	Dale—Baltimore	7.5	Hamilton	Northumberland and Durham	20,779.34
192	Maberly—Bolingbroke	4.5	South Sherbrooke	Lanark	15,875.42
195	Blackstone Lake Road	3.5	Foley	Parry Sound	9,837.91
197	Mission—Harbour	5.0	Michipicoten	Algoma	86,655.05
203	Val Caron—Chelmsford	11.0	Kayside, Balfour and Blezard	Sudbury	34,471.19
205	Highland Grove—Kidd's Corners	10.0	Cardiff	Haliburton	35,259.04
206	Big Bay—Oxenden	17.0	Keppel	Grey	5,645.06
208	Sixth Sideroad	8.0	Brethour	Temiskaming	31,614.05
211	Long Point Park Approach	2.6	Commission	Norfolk	3,181.50
213	Dacre—Mount St. Patrick	6.0	Brougham	Renfrew	4,999.97
214	Fort Stewart—New Carlow	11.0	Carlow	Hastings	6,999.71
216	Bessemer Northerly	8.0	Mayo	Hastings	28,175.23
218	Boundary Line	7.0	Oro and Medonte	Simcoe	34,711.21
223	Shallow Lake Road	9.0	County	Grey	3,426.96
235	Belle Vallée Road	4.5	Casby	Temiskaming	20,186.30
238	Lyn-Few's Corners	4.5	Elizabethtown	Leeds and Grenville	4,962.77
240	Lower Paraday Road	12.5	Paraday	Hastings	58,106.11
242	Bancroft Drive	5.5	McKim, Neelon and Garson	Sudbury	

246	Burden Lake Road	2.8	Armour	Parry Sound	10,873.64
248	Carry Place-Rednersville	8.0	County	Prince Edward	60,414.41
250	Pilgrimage Bridge	0.5	Raglan	Renfrew	12,546.51
251	Hampton to Highway 35	5.0	County	Northumberland and Durham	152,975.00
252	Bailieboro-Hall's Landing	4.3	South Monaghan	Northumberland and Durham	28,044.63
259	Minesing to Highway 90	7.2	Vespra	Simcoe	88,211.68
260	Concession XII-XIII	4.5	Sunndale	Simcoe	1,260.10
261	Mono Mills-Hockley Road	4.5	Mono	Dufferin	4,300.00
263	Anderson Road and Loop	5.5	Jaffray and Melick	Kenora	13,544.20
264	Eley Road	1.0	Day and Bright Additional	Algoma	341.39
266	West Guilford-Eagle Lake	5.0	Dysart et al.	Haliburton	19,831.79
268	Scott's Corners Road	4.5	Ramsay and Beckwith	Northumberland and Durham	20,480.14
270	Thomson's Corners Southerly	3.0	Griffith and Matawatchan	Renfrew	4,969.74
271	Russell-Embrun	6.0	County	Prescott and Russell	82,294.89
273	Ramsay Lake Road	2.2	McKim	Sudbury	29,694.21
274	Madoc-Moira Lake	2.5	County	Hastings	51,991.82
275	Corbeil-Nosbonsing Lake	5.0	East Ferris	Nipissing	5,861.90
278	Houghton Bay Road	2.5	Bastard and Burgess	Leeds and Grenville	9,233.96
279	Acton's Cors-Oxford Mills	2.0	Oxford-on-Rideau	Leeds and Grenville	3,600.00
282	Hybla Road	3.0	Monteagle and Herschel	Hastings	273.15
285	Escott Rockport Road	2.5	Escott Front	Leeds and Grenville	3,049.86
286	Larder Lake Southerly	4.0	Larder Lake	Leeds and Grenville	23,846.46
287	Swamp Road	3.2	Nepean	Temiskaming	21,143.20
289	Wolfe Lake Road	3.5	County	Carleton	38,663.28
290	Highway 43-Maxville	7.5	County	Frontenac	38,943.99
291	Kelly's Inn-Cobden	7.0	County	Stormont, Dundas and Glenora	130,111.80
292	Hastings-Campbellford	7.0	County	Renfrew	221,656.16
294	Millhaven Road	2.8	Ernestown	Northumberland and Durham	13,882.57
296	Gardener Road	1.5	Kingston	Lennox and Addington	9,328.38
299	Burnt Hills Road	5.0	Mayo	Hastings	10,955.20
300	Highway 2 to Lansdowne	1.5	Storrington	Frontenac	19,441.54
305	Diagonal Road	3.5	Kitley	Leeds and Grenville	3,482.86
306	Hamburg Road	2.0	Leeds and Lansdowne Front	Leeds and Grenville	7,999.70
311	Port Franks Road	2.5	Bousquet	Lennox and Addington	24,628.05
312	McKnight Road	2.5	Brimbrooke	Frontenac	3,870.41
313	Gail Park Road	2.5	Ennismore	Pembroke	3,870.41
314	Centre Line Road	2.5	Summer Additional	Peterborough	38,250.96
315	Dean Lake Road	2.5	Thompson	Algoma	3,294.30
320	Mountain Road	4.2	Neodag	Thunder Bay	14,480.55
321(A)	Burritts Rapids	3.0	Adelaide and Tecumseth	Simcoe	17,729.16
321(B)	Merrickville Easterly	2.0	Marlborough	Carleton	30,676.98
323	Lanark-Elphin	3.5	Montague	Carleton	32,072.24
325	Sideroad 30	16.0	County	Lanark	57,582.55
326	Green Acres Road	4.0	Strong	Parry Sound	10,024.61
327	Middle River Road	1.5	Perry	Parry Sound	4,380.68
328	Craft Creek Road	2.0	McKellar	Parry Sound	12,073.02
329	Manitowaning-Wikwemikong	4.0	Moutroy	Cochrane	15,225.14
330	Mount Forest By-pass	2.1	Assignack	Manitoulin	1,647.46
331	Burnley-Warkworth	9.5	Normanby	Grey	17,290.25
332	Connecting Road	1.6	Percy and Haldimand	Northumberland and Durham	22,875.58
333	Santa's Village Road	4.5	Fitzroy and Torbolton	Carleton	6,651.87
334	Mindemoya Southerly	4.5	Monck	Muskoka	27,145.14
335	Concession II, Burris	5.0	Carnarvon	Manitoulin	32,241.51
336	Highway 3 to Highway	4.5	LaVallee	Rainy River	28,371.68
337	Diagonal Road	4.5	County	Kent	15,072.58
338	Concession XII/XIII	3.8	Bonfield	Nipissing	2,236.20
			Papineau	Nipissing	20,077.85

DEVELOPMENT ROAD EXPENDITURES IN ORGANIZED MUNICIPALITIES—1956 (Cont'd)

(Authorized by Part VI of The Highway Improvement Act)

ROAD No.	DESCRIPTION OR LOCATION	LENGTH MILES	JURISDICTION (Township unless otherwise indicated)	COUNTY OR DISTRICT	EXPENDITURE 1956-57
341	Havelock-Nephtin	8.7	Belmont and Methuen	Peterborough	29,726.60
342	Skootamata Road	1.3	Elzevir and Grimsthorpe	Hastings	22,607.28
343	Concession III	5.0	Morrison	Muskoka	11,869.02
344	Ravenscliffe Road	5.0	Chaffey	Muskoka	17,916.85
345	Concession II	8.1	Carleton Place	Thunder Bay	26,483.49
346	Highway 2	3.0	Dorion Improvement District	Thunder Bay	6,530.55
347	Highway 2	3.0	County	Peels and Grenville	28,822.27
348	Highway 2	1.5	County	Peels and Grenville	3,205.44
349	Highway 2	1.5	County	Peels and Grenville	25,724.99
350	Waterworks Sideroad	3.8	Sarnia	Lambton	3,172.22
351	Concession X/XI	3.0	West Gwillimbury	Simcoe	25,724.99
352	Pennell-Gifford	2.5	County	Simcoe	49,375.42
353	County Road 12-B, Relocation	9.0	County	Simcoe	26,330.82
354	Lake Dore-Golden Lake	9.0	County	Simcoe	14,843.68
355	Dundalk Road, Melancthon	2.7	County	Simcoe	16,454.40
356	Westport-Bedford Mills	5.3	County	Simcoe	10,800.55
357	Remi Lake Diversion	2.7	Fauquier	Simcoe	54,515.72
358	Caldwell's Mills Road	6.0	Lavant	Simcoe	46,194.02
359	St. Eugene Easterly	7.3	County	Simcoe	2,279.03
360	Fournier-Routhier	2.8	County	Simcoe	1,270.63
361	Smooth Rock Junction Road	2.5	Kendry	Simcoe	29,450.74
362	Mississauga Dam Road	1.0	Harvey	Simcoe	10,247.41
363	County Road 16	4.0	Tav	Simcoe	11,732.45
364	Highway 89 to Everett	3.8	Tossoronto	Simcoe	3,359.25
365	Carr and Beatty Roads	5.0	Black River	Simcoe	37,281.07
366	Highway 69 to Longford Mills	5.5	County	Simcoe	15,300.66
367	Ryan Road	4.0	Wicklow and Carlow	Hastings	4,964.39
368	Axe Lake Road	3.5	McMurrich	Parry Sound	25,136.52
369	Highway 11 to Hilliard m	6.0	Hilliard	Temiskaming	7,405.03
370	Long Lake Road	3.5	Waters	Sudbury	993.35
371	Intersection Approach	0.1	Wollaston	Hastings	5,779.48
372	Playfair Loop	6.0	Playfair	Cochrane	51,357.25
373	Kinburn-Woodlawn	4.0	County	Carleton	9,998.66
374	Croydon-Reidville	5.5	Camden East	Lennox and Addington	30,515.14
375	Boundary Road	5.5	Roxborough and Finch	Stormont, Dundas and Glengarry	26,198.69
376	Saturn Avenue Extension	0.7	Atokakan	Rainy River	24,461.63
377	Concession I/II	1.5	Tiny	Simcoe	8,629.64
378	Highway 400 to Cookstown	2.4	County	Peel	129,752.50
379	Brampton By-pass	3.0	County	Peel	35,717.14
380	Kennelley's Cors-Douglas	3.3	Admaston and Bromley	Lennox and Addington	51,570.09
381	Lamworth-Centreville	4.0	County	Victoria	21,497.07
382	Argyle-Glenora	8.0	County	Victoria	9,323.80
383	Cordova	3.0	Belmont and Methuen	Peterborough	14,980.10
384	Highway 65	3.3	Belmont and Marmora	Peterborough and Hastings	25,998.33
385	Highway 65	3.3	Harris	Temiskaming	32,060.13
386	Highway 65	3.3	Hudson	Temiskaming	21,599.09
387	Highway 65	3.3	Petawbee	Peterborough	17,001.95
388	Highway 65	3.3	Petawbee	Renfrew	15,600.00
389	Highway 65	3.3	Petawbee	Frontenac	39,071.45
390	Highway 65	3.3	Portland	Thunder Bay	30,690.20
391	Highway 65	3.3	Needing	Thunder Bay	30,690.20
392	Highway 65	3.3	Red Rock	Thunder Bay	30,690.20
393	Highway 65	3.3	Red Rock	Thunder Bay	30,690.20
394	Highway 65	3.3	Red Rock	Thunder Bay	30,690.20
395	Highway 65	3.3	Red Rock	Thunder Bay	30,690.20
396	Highway 65	3.3	Red Rock	Thunder Bay	30,690.20
397	Highway 65	3.3	Red Rock	Thunder Bay	30,690.20
398	Highway 65	3.3	Red Rock	Thunder Bay	30,690.20
399	Highway 65	3.3	Red Rock	Thunder Bay	30,690.20
400	Highway 65	3.3	Red Rock	Thunder Bay	30,690.20
401	Highway 65	3.3	Red Rock	Thunder Bay	30,690.20
402	Highway 65	3.3	Red Rock	Thunder Bay	30,690.20

403	Sideroad 12/13, Concession X	1.0	Cambridge	Prescott and Russell	8,400.00
404	Munster Sideroad	4.5	Goulburn	Carleton	10,624.05
405	Connaught Ranges Northerly	1.75	March	Carleton	16,389.91
406	Rideau River Road	2.0	North Gower	Carleton	22,833.19
407	John Street Road, McIntyre	7.5	Shuniah	Thunder Bay	88,340.01
408	Mooney's Crossing, Diversion	2.25	County	Lennox and Addington	20,023.20
409	Huntsville, Rosseau	5.0	Cardwell	Muskoka	27,327.09
410	New Road, Concession I	1.0	North Sherbrooke and Dalhousie	Lanark	21,766.29
411	Winchester-Melvin	4.0	Calvert	Stormont, Dundas and Glengarry	20,000.00
412	Concession II, Walker	4.0	Essa	Cochrane	22,308.30
413	Sideroad 15	2.75	Hungerford	Simcoe	49,314.10
414	Concession IX/X	4.5	Palmerston et al	Hastings	15,000.00
415	Snow Road-Omp-h	3.0	County	Frontenac	13,878.09
416	Halloway By-pass	0.65	Horton	Hastings	6,743.54
417	River Road	4.5	Christie	Renfrew	44,231.16
418	Sword's Road	7.0	County	Parry Sound	6,797.83
419	Clarna-Nephton	8.2	Denbigh et al	Peterborough	61,466.72
420	Combermere-Raglan	3.0	Kadcliffe	Lennox and Addington	13,999.97
421	Combermere-Hopfield	4.0	County	Renfrew	3,735.61
422	Hallowell-Hillier Townline	6.3	County	Prince Edward	30,939.84
423	Grand River Road	11.1	County	Halldmand	16,015.36
424	Beechwood Road	2.5	Richmond	Lennox and Addington	16,750.09
425	Hill on Concession II	0.5	Huntingdon	Hastings	5,700.00
426	Concession VII/VIII, Blake	3.0	Neelung	Thunder Bay	19,094.83
427	Cloud Bay Road, Crooks	3.0	Neelung	Thunder Bay	24,474.63
428	Sideroad 8/9	2.0	Balfour	Thunder Bay	28,935.40
429	Warren-St. Charles	3.5	Ratter and Dunnet	Sudbury	13,521.17
430	Township Road	3.0	Nipigon	Sudbury	14,516.59
431	Concession I	2.0	O'Connor	Thunder Bay	9,115.38
432	Collingwood Bay Road	2.0	Almeyer	Thunder Bay	9,337.77
433	Highway 35 to Gracien's Corners	3.0	Almeyer	Thunder Bay	18,967.34
434	Bushy Lake Road	1.0	Burleigh and Anstruther	Northumberland and Durham	11,618.24
435	Burleigh Lake Road	5.0	Chisholm and East Ferris	Peterborough	7,523.35
436	Boyard's Ciderette	3.0	Springer	Nipissing	11,810.34
437	Rose Point-Boyer River	2.5	Foley	Parry Sound	7,333.86
439	Genier and Boundary Road	12.5	Gackmeyer	Cochrane	8,236.84
440	Rochefort-Castle	3.5	Brudenell and Hagarty	Renfrew	12,558.59
441	Old Nipissing Road	4.0	Humphry	Parry Sound	6,405.08
442	Wade's Landing Roads	3.0	Nipissing	Parry Sound	10,767.28
.....	Preliminary Surveys	2.0	.....	.....	2,150.69
.....	TOTAL	936.8	.....	TOTAL	\$4,732,333.68

APPENDIX No. 15

Following are the approved road mileages as of the end of December, 1956:

King's Highways

Concrete.....	496.59 miles	
Bituminous Pavement.....	5,258.19 miles	
Mulch Pavement.....	1,454.27 miles	
Gravel and Crushed Stone.....	1,482.13 miles	
TOTAL.....		8,691.18 miles

Secondary Roads

Bituminous Pavement.....	4.90 miles	
Mulch Pavement.....	316.80 miles	
Gravel and Crushed Stone.....	2,040.30 miles	
TOTAL.....		2,362.00 miles

County Roads

Concrete.....	188.62 miles	
Bituminous Pavement.....	922.07 miles	
Mulch Pavement.....	2,265.33 miles	
Gravel and Crushed Stone.....	5,888.98 miles	
Earth.....	119.57 miles	
TOTAL.....		9,384.57 miles

Metropolitan Roads

Concrete.....	6.87 miles	
Bituminous Pavement.....	230.65 miles	
Mulch Pavement.....	6.45 miles	
Gravel and Crushed Stone.....	35.90 miles	
Earth.....	3.21 miles	
TOTAL.....		283.08 miles

Organized Township Roads

Concrete.....	65.51 miles	
Bituminous Pavement.....	640.95 miles	
Mulch Pavement.....	515.03 miles	
Gravel and Crushed Stone.....	40,512.21 miles	
Earth.....	8,569.27 miles	
TOTAL.....		50,302.97 miles

Unorganized Township Roads

Gravel and Crushed Stone.....	3,601.25 miles	
Earth.....	1,244.63 miles	
TOTAL.....		4,845.88 miles

City, Town and Village Streets

Concrete.....	580.29 miles	
Bituminous Pavement.....	2,132.00 miles	
Mulch Pavement.....	1,192.85 miles	
Gravel and Crushed Stone.....	3,236.34 miles	
Earth.....	497.08 miles	
TOTAL.....		7,638.56 miles

TOTAL ROAD MILEAGE.....		83,508.24 miles
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REPORT OF THE MOTOR VEHICLES BRANCH, 1956

TO THE HONOURABLE JAMES N. ALLAN,
MINISTER OF HIGHWAYS

Sir:

I have the honour to submit herewith a report of the activities of the Motor Vehicles Branch for the year 1956.

This report includes:

- (1) Statistics relating to motor vehicle permits and drivers' licences issued during the 1956 licence year;
- (2) A statement showing the revenue from all sources during the fiscal year April 1, 1956, to March 31, 1957; and
- (3) Reports of the Accident Records and Statistics, Financial Responsibility, and Public Vehicle Divisions of the Branch for the year 1956.

The summarized information provided in the following preamble is dealt with in detail in the pages of this report.

Motor Vehicle Registrations

Motor vehicle registrations totalled 1,710,231 as compared with 1,617,853 for 1955. This represented an increase of 92,378 vehicles, or a percentage advance of 5.7. Passenger cars (1,365,874) which made up almost four-fifths (79.9%) of the total, increased by 5.7%.

There were 293,049 commercial vehicles (excluding buses) registered, representing 17.1% of the total vehicles and an increase of 3.2% from the corresponding total (283,837) for 1955.

As compared with the changes shown above, original passenger (new car) registrations totalled 169,173 or 6,138 (3.5%) less than the 1955 total (175,311); while original commercial vehicle registrations (28,719) were 2.6% below the total for the previous year (29,485).

During the ten years since 1947 total motor vehicle registrations showed an advance from 796,947 to 1,710,231 — an increase of 917,284 vehicles or 114.6%.

Drivers' Licences

There were 1,220,728 operators' (not including 909 motorcycle operators') licences, and 746,152 chauffeurs' licences issued during 1956. The total 1,967,789 was 6.0% above the total (1,856,845) for 1955.

Revenue

The net revenue collected during the fiscal year ending March 31, 1957, amounted to \$49,101,105.62 as compared with \$41,306,171.99 collected in the previous fiscal year.

Accident Records and Statistics Division

During 1956 there were 71,399 motor vehicle traffic accidents reported. These accidents resulted in the death of 1,180 persons, non-fatal injury to 28,626 persons and a property damage loss of \$32,644.582.

The 1,008 fatal accidents (in which 1,180 persons were fatally injured) represented an increase of 3.8% from the 1955 total (971). Personal injury accidents increased by 8.1%, while those involving property damage (in excess of \$100) only, were 15.1% above the total for 1955.

These advances may be compared with a general increase in all accidents reported amounting to 12.9%.

Financial Responsibility Division

For various causes and for various periods this Division applied a total of 22,202 suspensions of drivers' licences and motor vehicle permits in 1956. A total of 308,865 convictions for offences involving the use of motor vehicles were reported. Of this total, 11,473 were registered under the Criminal Code and 297,410 under the Highway Traffic Act.

Payments out of the Unsatisfied Judgment Fund from April 1st, 1956, to March 31st, 1957, amounted to \$1,857,547.03. This amount was paid in settlement of 630 judgments. The total amount paid out of the Fund since inception on July 1st, 1947, was \$10,794,436.25.

Public Vehicle Division

In the licence year ending March 31st, 1957, there were 8,135 public commercial vehicle operating licences issued, an increase of 10%; while the number of such vehicles licensed totalled 27,216 or 14.7% more than in the previous year.

There were 235 public vehicle operating licences issued while the number of public vehicles (buses) increased from 2,622 in 1955 to 2,705 in 1956. There was a slight (1.4%) increase in the number of vehicles licensed for the transportation of school children.

Total revenue collected during the year amounted to \$2,361,755.39. The corresponding amount for 1955 was \$1,915,218.60.

General

Extended activity and added responsibilities resulting from the continued increase in motor vehicle use are reflected in the reports set out in the following pages and covering the work of all Divisions of the Branch during 1956.

I would like to take this opportunity to acknowledge the support and personal encouragement I have received from you, Sir, and to thank the staff and representatives of the Branch throughout the Province for their continued loyalty and co-operation.

Respectfully submitted,

A. G. MACNAB,

Registrar of Motor Vehicles

NUMBER OF PERMITS AND LICENCES ISSUED

The number of drivers' licences and motor vehicle owners' permits issued during each of the five years, 1952 to 1956, and the percentage changes between the 1956 and 1955 totals are shown in the following tables:

CLASS OF LICENCE OR PERMIT	1952	1953	1954	1955	1956	Inc.
Passenger Car.....	1,024,816	1,117,175	1,187,725	1,292,133	1,365,874	5.7
Commercial Vehicle.....	239,675	258,075	268,269	283,837	293,049	3.2
Bus.....	3,916	3,848	3,972	4,105	4,280	4.3
Dual-purpose Vehicle.....	9,939	13,707	17,560	25,457	35,385	39.0
Motorcycle.....	13,407	13,314	12,454	12,321	11,652	-5.4
TOTAL.....	1,291,753	1,406,119	1,489,980	1,617,853	1,710,240	5.7
Trailer.....	74,937	80,673	86,839	93,829	100,472	7.1
Operators.....	953,307	1,018,140	1,077,004	1,150,090	1,221,637	6.2
Chauffeurs.....	603,252	638,119	670,563	706,755	746,152	5.6
TOTAL.....	1,556,559	1,656,259	1,747,567	1,856,845	1,967,789	6.0
Instruction Permits.....	291,892	327,404	329,212	370,093	406,479	9.8
Transfers.....	384,887	421,422	419,284	482,333	484,708	0.5
"In Transit" Permits.....	17,542	17,337	10,633	17,573	24,764	40.9
"M" Dealers.....	2,300	2,526	2,496	2,587	2,673	3.3
"MC" Dealers.....	15	18	18	15	13	-13.3

REVENUE FOR FISCAL YEAR 1956-1957

PERMITS AND LICENCES:

Passenger.....	\$19,909,407.50
Commercial.....	18,317,462.54
Dual-purpose.....	663,557.95
Trailer.....	3,582,478.36
Motorcycle.....	31,123.25
Dealers — Automobile.....	\$77,171.50
Motorcycle.....	40.50
Operators and Instruction.....	77,212.00
Chauffeurs.....	1,365,984.50
In Transits.....	754,087.60
Garages.....	11,962.30
Miscellaneous.....	106,934.50
	29,900.05
	\$44,850,110.55

FEES:

Transfers.....	\$ 453,160.20
Public Vehicles.....	427,201.79
Public Commercial Vehicles.....	1,934,215.85
Duplicate Cards.....	43,643.50
Searches and Certificates.....	22,609.97
Lists.....	16,432.28
Examinations.....	49,016.00
	2,946,279.59

FINES:

Breach of Highway Traffic Act.....	1,304,715.48
	\$49,101,105.62

NUMBER OF MOTOR VEHICLES REGISTERED IN ONTARIO

YEAR	Passenger	Commercial	Dual-purpose	Motorcycle	TOTAL
1903.....	178	.....	.....	.....	178
1904.....	535	.....	.....	.....	535
1905.....	553	.....	.....	.....	553
1906.....	1,176	.....	.....	.....	1,176
1907.....	1,530	.....	.....	.....	1,530
1908.....	1,754	.....	.....	.....	1,754
1909.....	2,452	.....	.....	.....	2,452
1910.....	4,230	.....	.....	.....	4,230
1911.....	11,339	.....	.....	.....	11,339
1912.....	16,268	.....	.....	1,754	18,022
1913.....	23,700	.....	.....	2,900	26,600
1914.....	31,724	.....	.....	3,633	35,357
1915.....	42,346	.....	.....	4,174	46,520
1916.....	51,589	2,786	.....	4,287	58,662
1917.....	78,861	4,929	.....	5,180	88,970
1918.....	101,599	7,529	.....	5,002	114,130
1919.....	127,860	11,428	.....	5,516	144,804
1920.....	155,861	16,204	.....	5,496	177,561
1921.....	181,978	19,554	.....	4,989	206,521
1922.....	210,333	24,164	.....	4,799	239,296
1923.....	245,815	28,612	.....	4,325	278,752
1924.....	271,341	31,488	.....	3,941	306,770
1925.....	303,736	34,690	.....	3,748	342,174
1926.....	343,992	39,012	.....	3,345	386,349
1927.....	386,903	43,442	.....	3,159	433,504
1928.....	429,426	54,714	.....	3,197	487,337
1929.....	473,222	55,218	8,226	3,541	540,207
1930.....	490,906	61,690	5,986	3,924	562,506
1931.....	489,713	64,256	4,177	4,070	562,216
1932.....	462,923	61,347	3,239	4,088	531,597
1933.....	453,314	59,760	2,909	4,370	520,353
1934.....	470,617	64,436	2,724	4,468	542,245
1935.....	489,610	67,590	2,370	4,506	564,076
1936.....	514,211	70,693	*	4,553	589,457
1937.....	541,802	75,687	1,847	4,582	623,918
1938.....	580,364	81,642	1,876	5,206	669,088
1939.....	593,693	82,206	1,893	5,099	682,891
1940.....	610,576	86,038	1,855	5,403	703,872
1941.....	636,624	95,022	1,654	5,894	739,194
1942.....	611,897	95,836	1,543	6,104	715,380
1943.....	586,036	97,717	1,447	6,415	691,615
1944.....	568,223	99,612	1,321	5,901	675,057
1945.....	555,461	100,234	1,279	5,745	622,719
1946.....	585,604	117,217	1,303	6,982	711,106
1947.....	645,252	140,930	1,294	9,471	796,947
1948.....	698,384	162,589	1,199	11,086	873,258
1949.....	771,709	183,598	1,035	13,027	969,369
1950.....	881,143	202,800	6,428	13,709	1,104,080
1951.....	958,082	225,271	8,275	13,470	1,205,098
1952.....	1,024,816	243,591	9,939	13,407	1,291,753
1953.....	1,117,175	261,923	13,707	13,314	1,406,119
1954.....	1,187,725	272,241	17,560	12,454	1,489,980
1955.....	1,292,133	287,942	25,457	12,321	1,617,853
1956.....	1,365,874	297,329	35,385	11,652	1,710,240

†Totals do not include trailer permits.

* Included with passenger vehicles.

**NUMBER OF PASSENGER AND COMMERCIAL VEHICLES REGISTERED
BY COUNTIES AND DISTRICTS, 1955 AND 1956**

COUNTY OR DISTRICT	Passenger		Commercial		Total Vehicles (Pass. and Comm.)	
	1955	1956	1955	1956	1955	1956
Algoma.....	11,527	11,805	4,617	4,746	16,144	16,551
Brant.....	20,188	20,991	3,875	3,961	24,063	24,952
Bruce.....	12,231	12,480	2,966	3,081	15,197	15,561
Carleton.....	63,189	67,428	9,646	9,926	72,835	77,354
Cochrane.....	13,338	14,526	4,032	4,147	17,370	18,673
Dufferin.....	4,336	4,443	1,208	1,289	5,544	5,732
Dundas.....	5,314	5,595	1,215	1,280	6,529	6,875
Durham.....	7,348	7,461	1,823	1,887	9,171	9,348
Elgin.....	17,290	18,179	4,185	4,441	21,475	22,620
Essex.....	58,908	62,733	12,371	12,820	71,279	75,553
Frontenac.....	16,798	17,430	3,636	3,716	20,434	21,146
Glenarry.....	6,010	6,354	947	988	6,957	7,342
Grenville.....	5,086	5,248	1,269	1,354	6,355	6,602
Grey.....	15,210	15,439	3,136	3,198	18,346	18,637
Haldimand.....	7,883	8,178	2,624	2,771	10,507	10,949
Haliburton.....	1,935	2,017	814	824	2,749	2,841
Halton.....	16,158	17,852	3,698	3,901	19,856	21,753
Hastings.....	21,015	21,765	5,206	5,409	26,221	27,174
Huron.....	13,994	14,380	3,658	3,819	17,652	18,199
Kenora.....	5,974	6,491	2,663	2,725	8,637	9,216
Kent.....	24,690	25,495	7,017	7,206	31,707	32,701
Lambton.....	23,067	24,031	4,771	4,953	27,838	28,984
Lanark.....	9,445	9,721	2,154	2,187	11,599	11,908
Leeds.....	10,211	10,560	2,391	2,499	12,602	13,059
Lenn. and Addington....	5,009	5,035	1,633	1,673	6,642	6,708
Lincoln.....	28,753	30,626	5,728	5,937	34,481	36,563
Manitoulin.....	1,866	1,908	959	1,009	2,825	2,917
Middlesex.....	46,225	48,784	9,586	9,928	55,811	58,712
Muskoka.....	5,852	6,135	2,341	2,389	8,193	8,524
Nipissing.....	8,225	8,640	3,756	3,887	11,981	12,527
Norfolk.....	12,073	12,732	3,106	3,161	15,179	15,893
Northumberland.....	7,647	7,839	2,291	2,327	9,938	10,166
Ontario.....	23,564	24,199	4,855	5,082	28,419	29,281
Oxford.....	17,858	18,183	5,135	5,254	22,993	23,437
Parry Sound.....	4,925	4,952	2,526	2,709	7,451	7,661
Peel.....	17,127	17,786	4,069	4,163	21,196	21,949
Perth.....	14,957	15,189	3,307	3,354	18,264	18,543
Peterborough.....	16,992	17,812	3,472	3,574	20,464	21,386
Prescott.....	4,325	4,480	1,499	1,561	5,824	6,041
Prince Edward.....	5,108	5,284	1,453	1,500	6,561	6,784
Rainy River.....	3,944	4,235	1,623	1,653	5,567	5,888
Renfrew.....	16,908	17,825	3,855	3,986	20,763	21,811
Russell.....	3,192	3,269	1,084	1,144	4,276	4,413
Simcoe.....	28,965	30,473	6,996	7,016	35,961	37,489
Stormont.....	11,370	12,146	1,906	1,964	13,276	14,110
Sudbury.....	22,234	23,860	6,545	6,685	28,779	30,545
Thunder Bay.....	19,968	20,845	6,613	6,806	26,581	27,651
Temiskaming.....	11,076	11,376	4,140	4,180	15,216	15,556
Victoria.....	7,840	8,023	1,979	2,106	9,819	10,129
Waterloo.....	35,301	36,276	7,320	7,810	42,621	44,086
Welland.....	37,958	38,920	7,897	8,227	45,855	47,147
Wellington.....	28,182	29,086	4,134	4,253	32,316	33,339
Wentworth.....	81,170	84,826	13,388	13,904	94,558	98,730
York.....	370,784	402,980	73,819	75,934	444,603	478,914
Non-Residents.....	1,590	1,548	1,005	1,025	2,595	2,573

NUMBER OF PASSENGER AND COMMERCIAL VEHICLE REGISTRATIONS
BY CITIES, 1955 AND 1956

CITY	Passenger		Commercial		Total Vehicles (Pass. and Comm.)	
	1955	1956	1955	1956	1955	1956
Belleville.....	6,700	7,114	1,153	1,214	7,853	8,328
Brantford.....	12,576	13,116	2,181	2,246	14,757	15,362
Chatham.....	7,016	7,316	1,985	2,057	9,001	9,373
Cornwall.....	6,884	7,274	1,207	1,240	8,091	8,514
Fort William.....	7,753	8,158	1,768	1,835	9,521	9,993
Galt.....	5,960	6,151	990	1,043	6,950	7,194
Guelph.....	7,885	8,394	1,248	1,287	9,133	9,681
Hamilton.....	58,473	61,213	9,024	9,462	67,497	70,675
Kingston.....	10,599	11,060	1,658	1,727	12,257	12,787
Kitchener.....	14,424	15,485	2,624	2,829	17,048	18,314
London.....	33,020	35,397	5,348	5,599	38,368	40,996
Niagara Falls.....	12,025	12,536	2,237	2,416	14,262	14,952
North Bay.....	4,298	4,490	1,422	1,475	5,720	5,965
Oshawa.....	12,059	12,481	2,331	2,488	14,390	14,969
Ottawa.....	48,736	52,659	7,587	7,843	56,323	60,502
Owen Sound.....	4,886	5,092	996	1,030	5,882	6,122
Peterborough.....	10,477	11,035	1,526	1,584	12,003	12,619
Port Arthur.....	7,652	8,066	1,819	1,907	9,471	9,973
St. Catharines.....	14,529	15,819	2,475	2,646	17,004	18,465
St. Thomas.....	6,537	6,959	999	1,044	7,536	8,003
Sarnia.....	10,898	11,761	1,917	2,049	12,815	13,810
Sault Ste. Marie.....	7,427	7,548	2,269	2,391	9,696	9,939
Stratford.....	5,764	5,966	994	1,029	6,758	6,995
Sudbury.....	10,971	11,492	2,610	2,715	13,581	14,207
Toronto.....	333,285	363,865	63,714	65,457	396,999	429,322
Waterloo.....	3,716	3,872	1,196	1,309	4,912	5,181
Welland.....	6,906	7,194	1,329	1,430	8,235	8,624
Windsor.....	35,218	5,221	7,002	1,115	42,220	6,336
Woodstock.....	4,943	37,603	1,071	7,397	6,014	45,000

Report of the Public Vehicles Division

It is the responsibility of the Public Vehicles Division to administer the provisions of the Public Vehicles Act, the Public Commercial Vehicles Act, the Highway Traffic Act and the Motor Vehicle Transport Act (an act respecting extra-provincial motor vehicle transport). These statutes relate to the issuance of licences, collection of fees and maintenance of records of public and public commercial vehicles and the general supervision of their operations on the streets and highways of Ontario.

The greatly increased importance of the bus and truck industry in the economy of Ontario and the nation which has been experienced over the past many years, but particularly since World War II, has added greatly to the duties and activities of the Division.

Increased competition in providing transport services has given emphasis to the need for efficient and safe public motor vehicle transport and to the value of good public relations to ensure the continued, stable growth and success of the industry.

The majority of operators have given growing attention over the years to the selection of drivers and their supervision and training. As a result of this, a desirable co-operation with the Motor Vehicles Branch has been noted — to the benefit of operators as well as the public.

Due to the increase of public commercial vehicles and public vehicles it was necessary to increase the inspection staff to fifteen uniformed officers during 1956, to carry out inspection and supervisory duties.

A mobile portable scale truck-trailer combination was also put into operation for gross weight supervision in areas where permanent weigh scales were lacking. The degree of enforcement of the weight regulations will be increased during the coming year as this Division is taking over the operation of the weigh scales in the area south of North Bay. The enforcement staff and the number of mobile scale units will be increased to meet these growing demands.

A total of 1,366 convictions were registered for infractions of the Public Vehicles Act, the Public Commercial Vehicles Act, the Highway Traffic Act and regulations made under these acts, as well as convictions under the Motor Vehicle Transport Act (Canada).

During the five-year period, 1952 to 1956, an increase of 49.2% was experienced in the number of public commercial vehicles licensed.

The following statistics give some indication of the activities of the Division during the past five years:

April 1, 1956 to March 31, 1957

NUMBER OF PUBLIC COMMERCIAL VEHICLE OPERATING LICENCES ISSUED

CLASS OF LICENCE	1952	1953	1954	1955	1956	% CHANGE
A	229	229	217	209	206	— 1.4
B	35	38	39	38	35	— 7.9
C	608	598	565	536	545	+ 1.7
D	358	471	477	449	503	+ 12.0
E	719	724	737	716	715	— .1
F	2,913	3,300	4,094	4,666	5,091	+ 9.1
FS	330	353	361	354	364	+ 2.8
H	158	150	150	138	140	+ 1.4
K	81	95	97	102	114	+ 11.8
L	21	25	34	37	44	+ 18.9
X	.....	.....	.....	147	378	+157.1
TOTAL	5,452	5,983	6,771	7,392	8,135	+ 10.0

April 1, 1956 to March 31, 1957
NUMBER OF PUBLIC COMMERCIAL VEHICLES LICENSED

CLASS OF LICENCE	1952	1953	1954	1955	1956	% CHANGE
A	6,548	7,292	7,725	8,286	9,328	+12.6
B	70	73	76	80	96	+20.0
C	2,132	2,214	2,306	2,419	2,659	+ 9.9
D	2,172	2,563	2,510	2,426	3,206	+32.1
E	997	986	1,008	1,019	1,011	- .8
F	4,242	5,032	5,929	7,103	7,780	+ 9.5
FS	515	569	605	644	716	+11.2
H	681	724	753	746	850	+13.9
K	176	220	241	257	287	+11.7
X	.....	.....	.....	736	1,283	+74.3
TOTAL	17,533	19,673	21,153	23,716	27,216	+14.7

April 1, 1956 to March 31, 1957
NUMBER OF PUBLIC VEHICLE OPERATING LICENCES ISSUED

	1952	1953	1954	1955	1956	% CHANGE
Public Vehicle	234	232	228	255	235	+ 4.4
School Vehicle	1,345	1,504	1,648	1,788	1,874	+ 4.8
TOTAL	1,579	1,736	1,876	2,013	2,109	+ 4.8

April 1, 1956 to March 31, 1957
PUBLIC VEHICLES LICENSED

	1952	1953	1954	1955	1956	% CHANGE
Public Vehicle	2,738	2,558	2,604	2,622	2,705	+ 3.2
School Vehicle	1,731	1,879	1,986	2,006	2,034	+ 1.4
TOTAL	4,469	4,437	4,590	4,628	4,739	+ 2.4

Report of the Accident Records and Statistics Division

In the following pages statistics of reported accidents are shown for the year 1956 together with comparable data for previous years.

While slight improvement was observed in the number of pedestrian accidents and pedestrian deaths; and while the report shows a lower death rate than for any previous year, there were increases in total accidents, in non-fatal injuries and in the amount of property damage.

The figures clearly emphasize the need for increased efforts by all agencies, official and civic, to bring about a greater acceptance of responsibility by every individual citizen.

Reported accidents (involving personal injury or property damage in excess of \$100.00) totalled 71,399 and resulted in 1,180 deaths, non-fatal injuries to 28,626 persons and a property damage loss to vehicles and other property of \$32,644,582.

Nature of Accidents:

The 71,399 accidents comprised 1,008 fatal accidents (in which one or more persons were fatally injured), 19,358 personal injury accidents (in which one or more persons were non-fatally injured), and 51,033 mishaps resulting in property damage (in excess of \$100.00) only.

Types of Accidents:

More than 94 percent of the accidents were of four types: collision with other motor vehicle, 64.8%; non-collision accidents, 12.8%; collision with fixed object accidents, 10.5%; and collision with pedestrian accidents, 6.8%.

Types of Fatal Accidents:

More than 94 percent of the fatal accidents during 1956 were of five types: collision with other motor vehicle, 30.4%; collision with pedestrian, 29.7%; non-collision, 19.1%; collision with fixed object, 8.9%; and collision with railroad train, 6.4%.

Number of Persons Fatally Injured:

During 1956 there were 1,180 persons fatally injured in motor vehicle traffic accidents in Ontario. This represented an increase of 6.2 percent from the total of 1,111 deaths for 1955.

For purposes of comparison, the death rates on the bases of mileage (as compiled from taxed gasoline consumption figures), motor vehicle registration, and (estimated) population for the year 1955 and 1956 are shown in the following table:

DEATH RATE	1955	1956
Per 100-million miles travelled.....	7.7	7.6
Per 10,000 motor vehicles registered.....	6.9	6.9
Per 100,000 population.....	21.4	21.8

The death rate per 100-million miles travelled (7.6) during 1956 was lower than for any previous year for which such rate has been available.

Number of Persons Fatally Injured, Detailed by Age and Sex Groups

The number and percentage distribution of persons fatally injured by age and sex class during 1955 and 1956, and the death rates in each corresponding population group, are shown below:

AGE GROUP	1955		1956		DEATH RATE PER 100,000 POPULATION (1956)
	No.	%	No.	%	
0- 4 years.....	54	4.9	46	3.9	7.3
5-14 "	114	10.3	125	10.6	12.6
15-35 "	442	39.8	479	40.6	30.5
36-54 "	224	20.1	236	20.0	17.7
55-64 "	103	9.3	119	10.1	27.6
65 years and over.....	174	15.6	174	14.7	38.3
Not stated.....	.....	.....	1	.1	.....
TOTAL.....	1,111	100.0	1,180	100.0	21.8

The increase in the death total during 1956 was confined to four groups: "5-14 years," "15-35 years," "36-54 years," and the group "55-64" years. The 125 fatalities in age class "5 to 14" years represented an increase of 11 (9.6%) from the total of the previous year. Of the 125 deaths in this school-age group, 76 or 60.8% were pedestrians as compared with 51.7% for 1955.

In the "5-14" age group, 18 deaths resulted from collisions with bicycles, and 6 lost their lives in accidents involving railroad trains as compared with 18 and 4 deaths, respectively, from these types of accidents during the previous year.

The classification of persons killed according to sex showed 922 (78.1%) male and 258 female. On the basis of an estimated male population in Ontario during 1956 of 2,721,500 and a female population of 2,683,400, the death rate per 100,000 population was 33.9 for males and 9.6 for females.

The percentage distribution of the deaths during 1956, by various age groups and six types of accidents are shown in the following table:

AGE GROUPS

TYPE OF ACCIDENT	0-4	5-14	15-35	36-54	55-64	65 AND OVER	TOTAL
Collision with —							
Pedestrian.....	63.0	60.8	6.1	15.7	26.9	55.8	25.5
Other motor vehicle.....	19.6	8.8	38.2	43.6	38.7	25.9	33.7
Non-collision.....	10.9	8.0	26.3	19.5	15.1	6.9	18.4
Railway train.....	4.3	4.8	10.2	10.2	10.1	6.9	8.9
Fixed object.....	2.2	3.2	14.2	9.3	5.9	1.1	8.8
Bicycle.....		14.4	1.0	.4	2.5	2.3	2.6
Other types.....			4.0	1.3	.8	1.1	2.1
TOTAL.....	100.0	100.0	100.0	100.0	100.0	100.0	100.0

From the above table it will be seen that deaths from "collision with pedestrian" accidents were relatively much higher in age classes "0-4," "5-14" and "65 years and over."

Persons in the age group "15-35 years" accounted for 40.6 percent of the total (1,180) deaths reported during the year.

Classification of Persons Fatally Injured
(See Summary, Section 13):

The classification of persons killed in each of the four years 1953 to 1956 is shown in the following table:

CLASS	1953		1954		1955		1956	
	No.	%	No.	%	No.	%	No.	%
Drivers.....	307	28.4	331	31.7	373	33.6	422	35.8
Passengers.....	395	36.5	329	31.5	352	31.7	387	32.8
Pedestrians.....	320	29.6	339	32.4	334	30.1	310	26.3
Others*.....	7	.6	3	.3	3	.3	2	.2
Bicyclists.....	27	2.5	29	2.8	26	2.3	31	2.6
Motorcycle Drivers.....	18	1.7	10	.9	16	1.4	25	2.1
Motorcycle Passengers.....	8	.7	4	.4	7	.6	3	.2
TOTAL.....	1,082	100.0	1,045	100.0	1,111	100.0	1,180	100.0

* Persons in horse-drawn vehicles or in other vehicles not motor vehicles or bicycles.

In 1956 the number of both drivers and passengers fatally injured exceeded the number of pedestrian deaths.

Number of Persons Non-fatally Injured, by Age Group and Sex (See Summary, Section 1):

The number and percentage distribution of injured persons by age group are shown in the following table:

AGE GROUP	1953		1954		1955		1956	
	No.	%	No.	%	No.	%	No.	%
0-4 years.....	1,314	5.6	1,332	5.6	1,471	5.7	1,403	5.0
5-14 years.....	3,173	13.4	3,241	13.5	3,422	13.4	3,579	12.8
15-35 years.....	11,687	49.4	11,878	49.5	12,633	49.4	14,167	50.7
36-54 years.....	4,950	20.9	4,930	20.5	5,223	20.5	5,765	20.6
55-64 years.....	1,414	6.0	1,448	6.0	1,563	6.1	1,712	6.1
65 years and over..	1,119	4.7	1,173	4.9	1,245	4.9	1,325	4.8
Not stated.....	696	.....	605	.....	679	.....	675	.....
TOTAL.....	24,353	100.0	24,607	100.0	26,246	100.0	28,626	100.0

As compared with the 9.1 percent increase in the number of persons non-fatally injured, injuries in age group "0-4 years" showed a decrease of 4.6 percent; and the total (3,579) injured in age group "5-14 years" was 4.6 percent above the 1955 total.

Of the 28,626 persons non-fatally injured, during the year, 18,653 (65.2%) were male. In 1955, male persons injured made up virtually the same share (65.1%).

Classification of Persons Non-fatally Injured (See Summary, Section 13):

In the following table persons non-fatally injured during the years 1953 to 1956 have been detailed according to class of victim:

CLASS	1953		1954		1955		1956	
	No.	%	No.	%	No.	%	No.	%
Drivers.....	7,011	28.8	7,350	29.9	8,236	31.4	9,496	33.2
Passengers.....	10,551	43.3	10,647	43.3	11,449	43.6	12,362	43.2
Pedestrians.....	4,853	19.9	4,850	19.7	4,871	18.6	4,945	17.3
Others.....	117	.5	98	.4	52	.2	31	.1
Bicyclists.....	1,069	4.4	991	4.0	1,007	3.8	1,071	3.7
Motorcycle Drivers	603	2.5	556	2.2	523	2.0	573	2.0
Motorcycle Passengers.....	149	.6	115	.5	108	.4	148	.5
TOTAL.....	24,353	100.0	24,607	100.0	26,246	100.0	28,626	100.0

During the year, 76.4 percent of the persons non-fatally injured were occupants of motor vehicles, about 20 (17.3) percent were pedestrians and 3.7% were bicyclists.

In the years 1953, 1954 and 1955, occupants comprised 72.1%, 73.2% and 75.0% of the total victims.

All Accidents and Fatal Accidents Classified by Month of Occurrence:

MONTH	ALL ACCIDENTS				FATAL ACCIDENTS				Gasoline Consumption†
	1955		1956		1955		1956		
	No.	%	No.	%	No.	%	No.	%	%
January	4,869	7.7	5,364	7.5	70	7.2	47	4.7	6.5
February	4,979	7.9	5,872	8.2	52	5.4	66	6.6*	6.0
March	4,723	7.5	5,715	8.0	70	7.2	64	6.4*	5.3
April	3,542	5.6	4,379	6.1	62	6.4	65	6.4	8.4
May	4,403	6.9	4,999	7.0	75	7.7	59	5.9	9.5
June	4,653	7.4	5,406	7.6	78	8.0	94	9.3	9.6
July	5,438	8.6	5,945	8.3	89	9.2	90	8.9	10.4
August	5,584	8.8	6,135	8.6	96	9.9	101	10.0	10.6
September	5,644	8.9	6,309	8.8	104	10.7	117	11.6*	9.0
October	6,376	10.1	5,883	8.3	113	11.6	96	9.5*	9.2
November	5,755	9.1	7,198	10.1	74	7.6	109	10.8*	7.9
December	7,253	11.5	8,194	11.5	88	9.1	100	9.9*	7.6
TOTAL	63,219	100.0	71,399	100.0	971	100.0	1,008	100.0	100.0

†Percentage of total gasoline consumption by motor vehicles in each month of 1956.

*Indicates relatively high percentage of accidents in relation to vehicle mileage (taxable gasoline consumed).

All Accidents and Fatal Accidents Classified by Road Location:

LOCATION	ALL ACCIDENTS				FATAL ACCIDENTS			
	1955		1956		1955		1956	
	No.	%	No.	%	No.	%	No.	%
Street intersection.....	16,133	25.49	18,288	25.6	87	9.0	93	9.2
Between street inter- sections.....	11,708	18.52	12,669	17.7	120	10.2	120	11.9
Rural intersection.....	7,871	12.45	8,768	12.3	88	10.4	105	10.4
Straight road.....	15,318	24.23	16,237	22.7	324	39.9	352	34.9
Private driveway.....	2,411	3.81	3,903	5.5	24	1.1	21	2.1
Curve.....	5,735	9.07	6,888	9.6	121	14.6	157	15.6
Hill.....	2,463	3.90	3,000	4.2	62	5.9	76	7.5
R.R. crossing —								
Man on duty or gates.....	41	.06	37	.1	4	.1	4	.4
Automatic signal.....	92	.15	114	.2	11	1.5	14	1.4
Unguarded.....	376	.59	352	.5	32	4.3	47	4.7
Bridge.....	1,088	1.72	1,142	1.6	23	2.9	19	1.9
On ferry or dock.....	3	.01	1	.....	1	.1	.....	.....
TOTAL.....	63,219	100.00	71,399	100.0	897	100.0	1,008	100.0

More (25.6%) of the reported accidents occurred at urban street intersections than at any other single location. An additional 22 percent happened on "rural straight road."

It will be observed that about one-quarter of the fatal accidents at railroad crossings occurred where the crossing was protected by a man on duty or gates or by automatic signal.

Weather, Road and Road Surface Conditions (See Summary, Section 10 and 15):

Fifty-nine and one-half (59.5) percent of all accidents and 61.1 percent of the fatal accidents during 1956 occurred during "clear" weather. Eleven and eight-tenths percent of all accidents and 10.7 percent of the fatal accidents happened when it was raining.

More than half (56.2%) of all accidents and 66.2 percent of the fatal mishaps took place on a dry road surface; 21.9 percent of all accidents and 22.8 percent of the fatal cases occurred on "wet" road surface; and 12.5 percent and 6.2 percent of all accidents and fatal accidents, respectively, happened on icy road surfaces.

About ninety-seven (97.2) percent of all accidents and 97.0 percent of the fatal accidents happened on roads classified as being in "good" condition.

Drivers in All Accidents and Fatal Accidents, Detailed by Age Class (See Summary, Section 4):

	ALL ACCIDENTS				FATAL ACCIDENTS				RATE PER 1,000 LICENSED*
AGE GROUP OF DRIVERS	1955		1956		1955		1956		
	No.	%	No.	%	No.	%	No.	%	
Under 18 years	3,766	3.6	5,110	4.3	36	2.8	64	4.6	93
18-24 “	26,304	25.0	31,054	26.0	345	26.3	330	23.5	107
25-40 “	46,705	44.5	51,672	43.4	559	42.6	647	46.2	61
41-54 “	19,488	18.5	21,475	18.0	241	18.4	228	16.3	43
55-64 “	6,124	5.8	6,879	5.8	80	6.1	82	5.8	37
65 years and over	2,707	2.6	2,950	2.5	50	3.8	50	3.6	31
Not stated	1,061	.....	1,152	.....	9	.....	4	.....	.....
TOTAL	106,155	100.0	120,292	100.0	1,320	100.0	1,405	100.0	61

*Number of drivers in all reported accidents per 1,000 licensed in each age group.

From the above table it will be seen that accident rates for drivers under 18 years of age and those between 18 and 24 years were considerably above the corresponding rates for other age classes.

These rates, while based on the estimated number of drivers licensed in each age group, cannot, in the absence of causation data and information relating to driving exposure, completely establish the relative driving ability of various age classes.

Length of Experience of Drivers Involved in Accidents (See Summary, Section 4):

EXPERIENCE OF DRIVERS	ALL ACCIDENTS				FATAL ACCIDENTS			
	1955		1956		1955		1956	
	No.	%	No.	%	No.	%	No.	%
Less than 3 months.....	1,450	1.5	1,795	1.6	20	1.9	18	1.6
3-6 months.....	1,167	1.1	1,487	1.3	8	.7	13	1.1
6-12 months.....	1,634	1.6	1,988	1.7	15	1.4	13	1.1
1-4 years.....	22,288	21.9	26,672	23.1	208	19.3	229	20.2
5 years and over.....	75,235	73.9	83,344	72.3	826	76.7	864	76.0
Not stated.....	4,381	.....	5,006	.....	243	.....	268	.....
TOTAL.....	106,155	100.0	120,292	100.0	1,320	100.0	1,405	100.0

More than 95 percent of the drivers in all accidents and 96 percent of the drivers in fatal accidents were found to have had driving experience of more than one year. The vast majority in experience group "5 years and over" had more than ten years' experience behind the wheel.

NUMBER OF ACCIDENTS, DEATHS AND INJURIES IN ONTARIO CITIES
1955 AND 1956

CITY	ACCIDENTS		PERSONS KILLED		PERSONS INJURED	
	1955	1956	1955	1956	1955	1956
Belleville.....	123	141	....	4	44	50
Brantford.....	687	722	3	1	252	211
Chatham.....	271	264	1	1	70	70
Cornwall.....	293	293	....	....	85	118
Fort William.....	376	467	2	3	161	161
Galt.....	71	138	2	3	42	54
Guelph.....	336	301	1	....	104	99
Hamilton.....	3,609	3,833	15	26	1,570	1,528
Kingston.....	692	836	1	6	223	258
Kitchener.....	620	666	5	4	274	277
London.....	1,357	1,638	7	15	419	509
Niagara Falls.....	110	172	....	5	50	76
North Bay.....	250	274	3	1	101	69
Oshawa.....	357	484	5	3	151	164
Ottawa.....	1,743	2,189	18	15	449	829
Owen Sound.....	127	143	....	1	28	41
Peterborough.....	229	346	2	1	89	127
Port Arthur.....	206	232	2	6	115	137
St. Catharines.....	484	573	1	9	168	172
St. Thomas.....	121	207	2	3	33	65
Sarnia.....	438	529	4	2	153	164
Sault Ste. Marie.....	542	714	1	3	145	223
Stratford.....	168	162	3	2	59	58
Sudbury.....	346	513	4	5	102	91
Toronto.....	8,199	8,990	67	66	4,612	4,991
Waterloo.....	126	143	1	3	59	64
Welland.....	153	182	....	2	79	1,010
Windsor.....	1,866	2,174	9	8	848	94
Woodstock.....	269	233	2	1	120	73
TOTAL.....	24,169	27,559	161	199	10,605	11,783

REPORT OF FINANCIAL RESPONSIBILITY DIVISION

This division was established in 1930 for the purpose of administering the financial responsibility provisions of the Highway Traffic Act which were enacted at that time. The division was responsible for the recording and filing of Proof of Financial Responsibility by owners and drivers required to do so and to suspend the drivers' licences and motor vehicle permits of persons who failed to satisfy judgments for damages arising out of motor vehicle accidents and who failed to file proof of financial responsibility when required. In 1947 the Unsatisfied Judgment Fund was established and this division was made responsible for its administration. For the past several years the compiling of operating records has been an added responsibility. The review of such operating records is at present one of the most important functions of the division and one which it is expected will in the not too distant future become more important. The duties and responsibilities of this division therefore cover a much larger field than the name implies.

The operating record of a driver includes every reportable accident in which he is involved and every conviction registered against him for an offence involving the use of a motor vehicle. As is shown elsewhere in this report, a total of 120,292 drivers were involved in reported accidents in 1956. The number of convictions reported by offences is contained in the following table and shows a total of 308,865 convictions reported during the year. This compares with a total of 229,372 convictions reported in 1955, an increase of 35%. The total reported for the current year is almost double that reported in 1953. We have no means of knowing the number of convictions registered which were not reported to the Registrar as required by the Highway Traffic Act. We believe that for certain of the so-called minor offences the number not reported in certain areas is relatively high.

**TABLE SHOWING CONVICTIONS AND COMMITTALS FOR TRIAL
REPORTED BY COURTS PURSUANT TO THE HIGHWAY TRAFFIC ACT**

Calendar Years 1955 and 1956

SECTION OF ACT	OFFENCE	NUMBER OF CONVICTIONS	
		1955	1956
	Highway Traffic Act		
3	Fail to register a motor vehicle.....	263	337
4	False statement on application for permit.....	1,603	1,667
5	Fail to have number plates.....	3,492	3,065
6	Fail to notify Department of change of ownership.....	887	893
7	Improper use of number plates.....	517	596
10	Improper lights.....	11,021	9,547
12	Defective brakes.....	3,163	4,969
13	Faulty equipment (mirror, windshield, etc.).....	904	1,196
14 & 15	Improper ties, clamps, etc.....	16	77
17	Unnecessary noise.....	3,433	3,870
19	Excessive width and length of vehicle.....	458	855
21	Fail to have chauffeur's licence.....	233	282
23	Fail to produce chauffeur's licence.....	98	123
25	Procure licence or permit illegally.....	193	259
26 & 27	No garage licence or improper use of garage licence.....	16	16
28	Speeding.....	103,891	152,525
29	Careless driving.....	10,273	12,072
30	Racing.....	37	91
32	Unnecessary slow driving.....	13	46
33	Defacing or removing signs.....	6	2
34	Overweight re tires.....	91	26
36	Load in excess of permit issued.....	6,799	6,730
38	Overhanging load.....	241	429
40	No name of owner on commercial vehicle.....	2,560	3,031
41	Improper turning, passing, signalling, etc.....	56,101	81,387
41B	Passing school bus.....	0	18
42	Crossing traffic lanes improperly.....	188	79
43	Park on highway.....	872	1,526
45 & 46	Passing street cars or horses improperly.....	150	124
47	Depositing glass, scrap, etc. on highway.....	57	87
48	Failing to stop at accident and give name.....	812	753
52	Operate motor vehicle under age 15.....	68	92
55	Drunk in charge of conveyance.....	0	14
68	Drive while permit or licence suspended.....	524	302
75	Fail to have operator's licence.....	5,801	5,216
76	Fail to produce operator's licence.....	2,673	2,940
110	Fail to report an accident.....	488	555
	Disobey regulations under the Act.....	780	621
	Other offences.....	477	992
	TOTAL.....	219,199	297,410
	Criminal Code (Canada)		
207	Motor manslaughter.....	7	0
221(1)	Criminal negligence.....	141	176
221(2)	Leaving scene of accident.....	392	618
281	Take vehicle without consent of owner.....	227	148
222	Drunk driving.....	1,360	1,326
223	Driving while ability impaired.....	6,910	7,683
225	Driving while disqualified.....	707	1,119
280	Theft of motor vehicle.....	296	403
285(6)	Reckless or dangerous driving.....	133	.....
	TOTAL.....	10,173	11,473
	GRAND TOTAL.....	229,372	308,865

It is generally agreed that the controls applied through the suspension of drivers' licences and motor vehicle permits serve as a strong corrective weapon in the campaign against traffic accidents. The Department therefore conducts a vigorous and continuous program to remove from the highways the habitual violators of traffic laws, the drunken drivers, and the physically and mentally unfit operators. The following table shows the number of suspensions applied under various classifications during 1956:

**TABLE OF SUSPENSIONS OF DRIVERS' LICENCES
AND/OR MOTOR VEHICLE PERMITS**

TYPE OF SUSPENSION	1955	1956	DE- CREASE	IN- CREASE	PER- CENTAGE
By Judges and Magistrates as a penalty upon conviction for:					
Drunk driving.....	224	170			
Impaired driving.....	701	1,061			
Careless driving.....	1,408	2,267			
Failing to remain.....	381	290			
Criminal negligence.....	72	122			
Others.....	146	148			
TOTAL.....	2,932	4,058		1,126	38.4
Section 25 H.T.A.					
By Minister because of physical or mental disability, court recommendation and operating records:					
Mental and physical condition.....	337	254			
Re-examination of driving ability.....	112	342			
Operating record.....	207	604			
TOTAL.....	756	1,200		444	58.7
Section 54 H.T.A.					
Mandatory suspensions for driving while intoxicated.....	937	1,003		66	7.0
Section 54A H.T.A.					
Mandatory suspensions for driving while ability impaired.....	* 3,342	6,356			
Section 81(1) H.T.A.					
Suspensions until proof of financial responsibility filed.....	10,409	8,009	2,400		23.1
Note: Many suspensions shown under other headings herein may also require filing of financial responsibility as requisite to reinstatement.					
Section 82(1) H.T.A.					
Failure to pay judgments.....	1,594	1,576	18		1.1
GRAND TOTAL.....	19,970	22,202		2,232	11.2

*This figure is for period of 7 months only. Legislation did not come into effect until May 30, 1955.

A total of 22,202 suspensions were applied in 1956 as compared with 19,970 for 1955, an increase of 11.2%. In the preceding table these suspensions are set out in six classes for reference purposes. Those shown in the first group, representing a total of 4,058, are suspensions applied by the courts upon conviction of drivers for traffic violations. Since operation of a motor vehicle on

the highway is a privilege, it is reasonable that the driver who abuses this privilege should have it withdrawn or suspended. For this reason The Highway Traffic Act, in addition to providing a fine, or imprisonment, or both as a penalty for disobeying the rules of safe driving, provides that the court may suspend the driver's licence and/or motor vehicle permit of a convicted person. For example, a person convicted of an offence of careless driving may have his privilege to drive suspended by the court for any period up to one year. Of a total of 12,072 convictions reported for careless driving during the year, the courts applied 2,267 suspensions.

Under the provisions of the Criminal Code of Canada, the court may, upon convicting a person of drunk driving, impaired driving or criminal negligence, make an order prohibiting such person from driving for any period up to three years. Section 54 of The Highway Traffic Act provides a mandatory suspension of six months upon conviction for a first offence of drunk driving. If the offence resulted in personal injury or damage to property, the period is one year. For a second or subsequent conviction the mandatory periods of suspension are doubled to one year and two years respectively. In 1955 Section 54A was enacted providing for mandatory suspensions upon conviction for driving while ability is impaired. In this case the periods are three months, and if the offence resulted in personal injury or damage to property, six months. Where the court applies a suspension for a period in excess of that required under the Act, the court order takes precedence. This will account for the fact that the table shows suspensions having been applied for drunk driving and impaired driving in more than one group.

It is felt that the authority to suspend driving privileges should be vested in the courts who should assume the onus of responsibility for withdrawing such privileges. The courts are given wide powers, not available to other bodies, to subpoena witnesses and hear testimony under oath in adjudicating any case coming before it. The court can therefore be in possession of all the related factors that should be taken into consideration when the penalty is imposed. There are, however, a number of cases that, in the normal way, would not come to the attention of the courts and where it seems desirable that the privilege of driving be withdrawn. For this reason the Minister is given authority under the Act to suspend or cancel a licence or permit for any reason he deems sufficient. The preceding table shows that some 1,200 suspensions were applied under this authority — representing an increase of 58.7% over the total for the previous year. Included in this class are persons who suffer from some disability or disease which might render them incapable of operating a motor vehicle safely. This includes those who suffer from seizures or blackouts or other conditions causing sudden loss of consciousness, as well as those suffering from mental illness. In order that the Minister may have expert advice to guide him when considering the withdrawal or reinstatement of the driving privileges of persons coming under these categories, a Medical Advisory Board, which has among its members a number of specialists in neurology and psychiatry, has been set up. All cases involving the question of physical or mental disability are referred to this Board, which recommends to the Minister suspension, reinstatement or other action.

With a total of two million licenced drivers in the province, it is not feasible to re-examine them all as to their ability to drive. It is however department practice to require certain groups to submit to re-examination. All persons eighty years of age and over are required to submit to re-examination annually as well as file a satisfactory certificate with respect to vision — and physical condition where warranted. Every person over seventy years of age involved in an accident, every person involved in a fatal accident as well as certain accident repeaters are re-examined. While the percentage of those who fail to

pass the test is very small, a total of 342 had their licences taken away during the year because they failed to satisfy the department examiner of their ability to operate a motor vehicle in safety.

As previously stated, one of the most important functions of the division is the compiling and reviewing of driving records. It is estimated that close to a million operating records are on file in the division at the present time. While some of these records are being purged in view of the length of time that has expired since the last entry was made on the file, others are being added to daily. As additions are made, the record is studied by special reviewing officers. When the record shows an excessive number of convictions and/or accidents over a given period, the reviewing officer may recommend suspension; require the driver to attend at the office personally for a hearing to show cause why his licence should not be suspended; or write him requiring that certain additional information be provided. As evidence of the increased activity of the division in this field is the fact that over 600 suspensions were applied because of bad operating records as compared with some 200 the previous year. An additional 1,000 drivers were either called in for a personal interview or received letters of warning and were placed on probation. Of this latter group some 25 were convicted of a further offence and their privilege to drive was suspended for a period of time.

One of the main objectives of the financial responsibility provisions of the Act was to assist the innocent victim of the negligent driver in the collection of damages. Since enactment the legislation has therefore required the suspension of both the driver's licence and owner's permits of every person who fails to satisfy a judgment for damages arising out of a motor vehicle accident until an agreement for payment is made. A total of 1,576 suspensions were applied for this cause during the year. This represented a slight decrease over the previous year. No reason for the decrease is apparent.

The financial responsibility provisions of the Act were also intended to promote safe driving and to penalize the reckless and irresponsible driver. For this reason the legislation provides that, upon conviction for certain offences, the driver's licence and motor vehicle permit of the convicted person be suspended until proof of financial responsibility, i.e., proof of ability to pay damages resulting from an accident is filed. The following table shows that over 21,000 persons were affected by this legislation in 1956. This includes all whose privilege to drive was suspended for some period by the court or pursuant to the mandatory provisions of the Act or for failure to pay judgments. The preceding table shows that of this total, 8,009 suspensions were applied which were only effective until proof of financial responsibility was filed. The reason for the decrease in the Financial Responsibility Suspensions under Section 81-1 (8,009 in 1956 as compared with 10,409 in 1955), as shown in the previous table, is that suspensions for driving while ability is impaired, which formerly were only effective until proof of financial responsibility was filed, are shown separately for 1956.

**TABLE SHOWING NUMBER OF SUSPENSIONS APPLIED BY YEARS
REQUIRING THE FILING OF PROOF OF FINANCIAL RESPONSIBILITY**

OFFENCE	1952	1953	1954	1955	1956
Speeding.....	45	41	40	37	100
No driver's licence.....	787	670	635	648	563
Improper lights.....	54	36	24	22	15
Defective brakes.....	263	233	202	160	162
Improper turning, signalling, etc.....	1,682	1,309	911	1,048	1,298
Failing to report an accident.....	276	287	260	215	253
Careless driving.....	5,079	4,282	3,497	3,743	4,785
Reckless or dangerous driving (3).....	544	575	593	153	.....
Leaving scene of accident.....	997	976	990	905	974
Drunk driving.....	1,312	1,492	1,441	1,230	1,255
Driving while ability impaired (1).....	4,582	5,855	6,432	6,666	7,704
Theft of motor vehicles.....	537	499	502	397	228
Motor manslaughter.....	10	19	10	10	1
Criminal negligence (3).....	2	3	2	141	182
Other offences.....	410	76	52	79	92
Failure to satisfy a judgment.....	982	1,149	1,554	1,594	1,576
Cancellation of proof of F.R. (2).....	2,273	2,421	3,086	2,384	2,276
TOTAL.....	19,835	19,923	20,231	19,432	21,464

(1) This offence added to Criminal Code (Sec. 285 S.S.4A) July, 1951.

(2) Proof of financial responsibility filed but cancelled before 2 year period expired.

(3) Offence of dangerous driving removed from Criminal Code April 1st, 1955. This accounts for decrease in suspensions for reckless driving and increase in suspensions for criminal negligence.

Subsection 1 of Section 81 of the Highway Traffic Act requires every person to file proof of financial responsibility who is convicted of any offence under the Act if injury to or death of any person or damage to property occurs in connection therewith. Section 81-A provides that where such a person filed evidence that he was protected by a motor vehicle liability policy at the time of the offence, he would not be required to file proof of financial responsibility. This affects persons convicted of offences, arising out of an accident, such as having defective brakes, failing to stop at a through street, making improper left and right turns, etc. One of the objectives of the financial responsibility legislation is to increase the number of financially responsible motorists. It will be generally agreed that to penalize insured drivers convicted of these minor offences would not serve any useful purpose. The following table shows, by years, the number of persons affected by the legislation and the percentage who were able to file proof that they were insured at the time of the offence:

**TABLE SHOWING BY YEARS NUMBER OF PERSONS WHO
FILED PROOF OF LIABILITY INSURANCE COVERAGE
PURSUANT TO SECTION 81A, HIGHWAY TRAFFIC ACT**

YEAR	NUMBER REQUIRED TO FILE	NUMBER WHO FILED INSURANCE	PERCENTAGE
1953(9 months)	7,158	3,464	48.4
1954	10,108	5,464	54.6
1955	10,864	6,412	59.0
1956	13,050	8,038	61.6

It will be noted that the percentage of convicted persons who were able to file proof of insurance is considerably below the figure of 80% which is generally estimated as the overall percentage of insured motorists. The only explanation that can be offered is that in general the conviction-prone group of motorists is in the uninsured group.

That the legislation is effective in removing from the highway the reckless and irresponsible driver is demonstrated by the table hereunder which shows the percentage which were able to establish proof of financial responsibility during the year.

TABLE SHOWING BY OFFENCES PERCENTAGE OF FINANCIAL RESPONSIBILITY SUSPENSIONS APPLIED IN CALENDAR YEAR 1956 THAT WERE REINSTATED IN SAME YEAR BECAUSE PROOF OF FINANCIAL RESPONSIBILITY WAS FILED

OFFENCE	APPLIED	REINSTATED	PERCENTAGE
Speeding.....	100	28	28.0
No driver's licence.....	563	77	13.7
Improper lights.....	15	5	33.3
Defective brakes.....	162	65	40.1
Improper turning, passing, signalling, stopping, etc. Sec. 41 H.T.A.....	1,298	593	45.7
Failure to report accident.....	253	105	41.5
Careless driving.....	4,785	1,691	35.3
Leaving scene of accident.....	974	292	30.0
Drunk driving.....	1,255	138	11.0
Theft of motor vehicle.....	228	8	3.5
Impaired driving.....	7,704	2,182	28.3
Criminal negligence.....	182	21	11.5
Motor manslaughter.....	1	.....	.....
Other offences.....	92	29	31.5
Failure to satisfy a judgment.....	1,576	212	13.5
Cancellation of proof of financial responsibility.....	2,276	714	31.4
TOTAL.....	21,464	6,160	28.7

Proof of financial responsibility may be filed by means of an insurance certificate, surety bonds or the deposit of money or securities. That by far the greater majority must depend on the insurance method is demonstrated by the following table which shows that in only three cases were bonds or securities filed:

TABLE SHOWING TYPE OF FINANCIAL RESPONSIBILITY FILED IN CALENDAR YEAR 1956

TYPE	NUMBER
Vehicle policy insurance certificate.....	8,371
Driver's policy insurance certificate.....	1,506
Fleet insurance certificate.....	9
P.C.V. or P.V. insurance certificate.....	7
Surety bonds.....	2
Money or securities.....	1
TOTAL.....	9,896

As an insurance company is reluctant to file a certificate for a driver whose operating record shows an excessive number of convictions, such driver finds it impossible to file proof of financial responsibility and is therefore denied the use of the highway until he is able to do so. Less than a third of those required to file proof in 1956 were successful in obtaining the required insurance certificates. It is interesting to note that the more serious the offence the smaller is the percentage of drivers able to file proof. For example, 35.3% of those convicted of careless driving were able to obtain insurance certificates as compared to a percentage of only 11.5 of those convicted of criminal negligence.

It has been previously stated that the legislation also promotes safe driving. In support of this assertion it is submitted that the driver who has obtained insurance is aware that his ability to continue it in force depends upon his future driving record. One more conviction or one more accident may bring about the cancellation of his insurance certificate which, in turn, will automatically result in the reimposition of the suspension of his privilege to drive. Reinstated drivers who have filed proof, therefore, drive with extra care. For the past several years the records show that less than 15% of drivers who have been required to file proof of financial responsibility have any addition of a serious nature to their operating records.

The requirement of filing proof of financial responsibility may be waived after two years. This is not however mandatory but is discretionary with the Minister. Under present department policy no action is taken to waive the requirement at any time until the licensee makes a request for relief. At that time his record is reviewed. If such record is extensive and has continued over a long period, the application may be denied. The following table shows that in 17,663 cases the requirement of filing proof was waived in 1956:

**TABLE SHOWING BY OFFENCES FINANCIAL RESPONSIBILITY
SUSPENSIONS RESCINDED IN CALENDAR YEAR 1956**

OFFENCE	A F.R. FILED	B EXPIRED	C CAN- CELED	TOTAL
Speeding.....	39	23	5	67
No driver's licence.....	141	465	18	624
Improper lights.....	7	6	3	16
Defective brakes.....	95	67	8	170
Improper turning, passing, signalling, stopping, etc. Sec. 41 H.T.A.....	754	194	96	1,044
Failure to report an accident.....	130	89	8	227
Careless driving.....	2,423	1,050	146	3,619
Reckless or dangerous driving.....	45	1,141	4	1,190
Leaving the scene of an accident.....	464	423	11	898
Impaired driving.....	3,807	1,103	37	4,947
Drunk driving.....	433	991	3	1,427
Theft of motor vehicles.....	21	268	4	293
Criminal negligence.....	40	43	16	99
Motor manslaughter.....	.....	1	.....	1
Other offences.....	41	193	2	236
Failure to satisfy a judgment.....	563	97	74	734
Cancellation of proof of financial responsibility..	893	1,163	15	2,071
TOTAL.....	9,896	7,317	450	17,663

A. Included herein are suspensions applied prior to 1956.

B. Suspensions had been in effect for at least two years.

C. Suspension revoked for various reasons, i.e., convictions quashed upon appeal, inaccurately reported, etc.

The following table is inserted to show the various periods for which the suspensions to which reference has been made were effective:

**TABLE SHOWING EFFECTIVE PERIODS OF SUSPENSIONS
FOR CALENDAR YEAR 1956**

PERIOD	NUMBER
Up to three months.....	5,764
Three months to six months.....	4,364
Six months to one year.....	1,379
One year to two years.....	233
Two years to three years.....	134
Indefinite.....	743
Until judgment paid.....	1,576
Until proof of financial responsibility filed.....	8,009
TOTAL.....	22,202

NOTE: Most of the suspensions will in addition to the periods indicated be effective until proof of financial responsibility is filed.

Another most important phase of driver control is enforcement of the suspension after it has been applied. The effectiveness and success of the overall program is entirely dependent upon the extent to which the suspensions are enforced. Police authorities are responsible for this aspect of the program. We are pleased to report that excellent co-operation has been received from all police departments throughout the province. As evidence of the close surveillance to which persons under suspension are subject, is the fact that over 1,400 were convicted of driving while disqualified. The records indicate that many of those convicted paid extensive fines and others were imprisoned for jail terms ranging from a few days to two or three months. In addition, the police were called upon to confiscate many hundreds of driver's licences and motor vehicle permits and registration plates when owners had failed to surrender them when required to do so. In many instances this entails more than one trip to the home of the licensee and places a heavy additional burden on an already overworked enforcement agency. We therefore wish to take this opportunity of extending to all police forces throughout the province our sincere appreciation for the excellent co-operation and assistance they have continued to extend to us during the past year.

Section 25-2 of the Highway Traffic Act provides that where a person is convicted of an offence of applying for, procuring or being in possession of a motor vehicle permit illegally after his permit has been suspended, the motor vehicle for which the permit was issued shall be forfeited to Her Majesty in right of Ontario. Section 68-2 also provides that where a person is convicted of operating a motor vehicle, the permit for which is under suspension or has been cancelled, the motor vehicle shall be forfeited to Her Majesty in right of Ontario. Pursuant to this legislation, a total of 134 vehicles were confiscated in 1956. These were disposed of as indicated hereunder:

**TABLE SHOWING DISPOSAL OF MOTOR VEHICLES
FORFEITED TO THE CROWN**

DISPOSAL	NUMBER
Sold by public auction.....	49
Released to lien holders.....	31
Unroadworthy and sold as salvage.....	46
Awaiting disposal at end of year.....	8
TOTAL.....	134

Since 1930, proof of financial responsibility has been required to be given for an amount of \$5,000 against loss or damage resulting from bodily injury to, or the death of any one person, and, subject to such limit for any one person so injured or killed, at least \$10,000 against loss or damage resulting from bodily

injury to, or death of two or more persons, and at least \$1,000 for damage to property, resulting from any one accident. If it is to be assumed that these minimum limits were necessary in 1930, then it would seem only reasonable to state that they are not adequate for present day conditions. The cost of hospitalization, doctor bills, medication, etc., has more than doubled over the past twenty-five years. There has been even a greater increase in the cost of repairs to motor vehicles and other property. In view of this situation the Government has enacted legislation to increase the minimum amounts, for which proof of financial responsibility is required to be given, to \$10,000 for death or personal injury to one person, and subject to such limit, \$20,000 for two or more persons and \$5,000 for damage to property. To bring the rest of the statutes in line with this amendment the amount of money or securities required to be deposited as proof of financial responsibility has been increased from \$11,000 to \$25,000 for each motor vehicle. The minimum bond which will be accepted from an owner of ten or more vehicles has been increased from \$50,000 to \$100,000. This legislation becomes effective on January 1st, 1958. Many other jurisdictions have taken similar action to increase financial responsibility minimum limits. This legislation will result in further protection to all users of our streets and highways.

REPORT ON THE ADMINISTRATION OF THE UNSATISFIED JUDGMENT FUND

Enactment

It has previously been stated that one of the primary purposes for the adoption of the financial responsibility provisions of The Highway Traffic Act was to assist the innocent victims of traffic accidents in the collection of damages. This has been accomplished by suspending the driver's licences and owner's permits of persons who do not pay judgments recovered against them for damages arising out of motor vehicle accidents. Each year since enactment this legislation has resulted in the payment of many judgments that would not otherwise have been paid. It has not however resulted in the payment of all judgments. For this reason the Unsatisfied Judgment Fund was created in 1947 to insure the indemnification of persons suffering loss or damage through either bodily injury or property damage from motor vehicle accidents.

Main Provisions

1. The payment of judgments and costs as taxed by the courts for damages arising out of motor vehicle accidents which cannot be collected from judgment debtors. No payment can be made out of the Fund except upon a court order. The court may not make an order until satisfied that every other means to secure payments, including issue of an execution by the sheriff, seizure and sale of goods and chattels, examination in aid of execution, etc., has been exhausted.

2. In hit-and-run accidents, the payment of judgments for death or personal injury, where the driver or owner cannot be identified, application may be made to the court for an order permitting an action to be commenced against the Registrar of Motor Vehicles. If the court is satisfied that had the driver or owner been identified there would have been a cause of action against him, the application is approved. Where a judgment is recovered against the Registrar as a nominal defendant, it is paid out of the Fund.

Limits of Payment

The present maximum payments that may be paid from the Fund are:

- \$5,000 for death or personal injury to one person, and subject to such limit,
- \$10,000 for two or more persons, and
- \$1,000 for damage to property, plus court costs as taxed on the party to party basis.

For obvious reasons in hit-and-run accidents there is no provision for payment of damage to property.

In view of the increase in costs of hospitalization, medical and doctor bills, repairs to automobiles, etc., since the fund was created, the legislature has increased the maximum payments to

- \$10,000 for death or personal injury to one person,
- \$20,000 to two or more persons, and
- \$2,000 for damage to property.

These new limits will apply to all accidents occurring after January 1st, 1958.

Administration

The Fund is administered by the Registrar of Motor Vehicles under the direction of the Minister of Transport. The Senior Solicitor of the Department of the Attorney-General acts on behalf of the Minister in all legal matters.

This involves:

1. Appearing on and/or approving of applications for payment out of the Fund;
2. Acting for the Registrar of Motor Vehicles in actions arising out of hit-and-run accidents; and
3. Defending actions where no appearance is entered by a defendant.

We wish to take this opportunity to express to the Attorney-General and his staff our appreciation for the co-operation and assistance they have given in the administration of the Fund.

Settlements

Where a defendant fails to enter an appearance to an action the Minister must be given notice of such non-appearance. If such notice is not given, payment cannot be made from the Fund even though a judgment is subsequently recovered. In non-appearance cases the Department may file a defence and appear for the defendant at the trial or may consent to judgment for such amount as is deemed proper.

Proposals submitted for settlement in such cases are referred to the Unsatisfied Judgment Fund Settlement Committee. The Committee is composed of three of the Managers of insurance claims departments. When the committee approves a settlement it is but necessary for the court to sign settlement papers. During the year, 346 cases were settled by this means without the necessity of proceeding to trial. This resulted in a saving to the Fund of a large amount which would otherwise have had to be paid in court costs.

Sustaining of Fund

Up to the present the Fund has been maintained by the collection of a small annual fee from every person issued a driver's licence. During the first two years of operation no fee was collected. From 1949 to 1952 the annual fee was

fifty cents. In 1953 this was raised to \$1.00 and it has remained the same since that time. The fees collected are not used for any purpose except to pay unsatisfied judgments. All administration costs incurred in operating the fund are paid out of ordinary revenue.

Commencing with the issue of 1958 registration plates an additional fee of \$5.00 will be collected with each registration of an uninsured motor vehicle. This additional fee will be required to meet the additional demands that will be made upon the Fund as a result of the increased limits of payment out. It is felt that these additional funds should be paid by the motorists who do not have financial security. As the Fund offers protection in hit-and-run accidents, accidents involving stolen vehicles and accidents caused by automobiles from outside the province, it would seem reasonable to expect every driver to pay a small fee for such protection.

Payments Out of the Fund

A table showing the payments out of the Fund, by years, is appended hereto. The annual payments out increased consistently from 1948 to 1954. For the past 3 years they have remained more or less constant which would seem to indicate that, except for additional payments that will be required as a result of the increase in the maximum limits, the peak load which the Fund will be called upon to support, has now been reached. A total of \$10,794,436.25 has been paid out over the ten-year period since inception, in settlement of some 3,880 judgments. Of this amount \$973,399.44 has been paid to the innocent victims of hit-and-run accidents.

Direct assistance has been given to 5,728 persons who suffered loss through no fault of their own. No doubt many other persons indirectly benefited from the payments made. It is very doubtful if any of these persons would have received any assistance had not the Fund been in existence. Despite the large payments made, the Fund is financially sound as indicated by a balance of \$1,548,563.27 on March 31, 1957. Although an increase in the maximum limits of payment will undoubtedly increase the claims, this will be adequately taken care of by the additional fees to be collected from uninsured owners.

Repayments

Judgments must be assigned to the Minister before any payment can be made from the Fund. Every means of collection available to any judgment creditor can therefore be used to secure repayment. An execution against the debtor is kept alive in the office of the sheriff. Periodic credit reports are secured on all persons indebted to the Fund and where such reports show that a debtor has any means of making instalment payments, he is forced to do so.

Prior to 1955, a person indebted to the Fund was prohibited from owning or operating a motor vehicle until he had repaid the total indebtedness. Legislation enacted in 1955 provides that where a satisfactory agreement is made for repayment in monthly instalments and proof of financial responsibility is filed, the driver's licence and motor vehicle permit of the judgment debtor may be restored. The regulations with respect to repayments are quoted hereunder for reference purposes:

1. (1) A person indebted to the Unsatisfied Judgment Fund in an amount of not less than \$500 may make application for the restoration of his driver's licence or owner's permit, or both, where he makes a proposal to make repayment to the Fund in monthly instalments.
- (2) The application shall be in Form 1.

2. The Minister may appoint a committee to consider the applications and proposals.
3. The committee shall not approve a proposal unless
 - (a) it proposes a monthly payment of not less than \$25, and
 - (b) the amount of each proposed monthly payment is not less than 10 per cent of the average monthly income of the applicant, and
 - (c) the amount of the proposed monthly payments are, in the opinion of the committee, reasonable, having regard to the income and worth of the applicant and all other relevant circumstances.
4. The Minister may accept a proposal and restore the licence or permit, or both, as the case may be, where
 - (a) the committee has approved the proposal, and
 - (b) the applicant has given proof of financial responsibility as required by Part XIII of the Act.
5. All instalment payments made under these regulations shall be made by certified cheque or money order payable to the Treasurer of Ontario and received in the office of the Registrar of Motor Vehicles, Parliament Buildings, Toronto, not later than the fifth day of the month.

Under the regulations, the Minister appointed a committee of three, one representing the Minister of Highways, one the Attorney-General and one the Provincial Treasurer, to consider the applications and proposals received. From January 1st, 1956, to March 31st, 1957, there were 394 proposals considered by the committee. Of these, 329 were approved. However only 226 debtors were reinstated. The balance were apparently either unable to raise the first instalment payment or secure proof of financial responsibility. Of those reinstated, 25 have defaulted in their payments and their privilege to drive has again been suspended. Payments are also being received from debtors who have not made any satisfactory proposal for repayments but who nevertheless are making regular instalment payments of less than that required by the regulations. From April 1st, 1956, to March 31st, 1957, repayments totaled \$142,464.20. This was considerably in excess of the amount received in any previous year and demonstrates that the legislation with respect to instalment payments is having the effect of increasing the repayments.

No serious administrative difficulties were experienced during the year in the administration of the Fund. In conclusion we submit that once again the Fund has demonstrated beyond doubt that it is achieving the purposes for which it was intended.

ONTARIO
UNSATISFIED JUDGMENT FUND
STATEMENT OF PAYMENTS INTO AND OUT OF THE FUND
PERIOD JULY 1, 1947-MARCH 31, 1957

PAYMENTS IN				PAYMENTS OUT										Balance in Fund
Period	(3) By Fees		Total	CLASS "A" JUDGMENTS (1)					CLASS "B" JUDGMENTS (2)					
	\$	By Re- payments		No.	Amount	Taxed Costs	Interest	Total	No.	Amount	Taxed Costs	Total	Total Paid Out (A, B)	
		\$	\$		\$	\$	\$	\$		\$	\$	\$	\$	\$
July 1, 1947 to March 31, 1948				3	2,028.00	850.78	31.39	2,910.17	1	500.00	191.50	691.50	3,601.67	
April 1, 1948 to March 31, 1949	477,850.00	1,178.42	479,028.42	89	161,686.83	38,203.69	1,727.11	201,617.63	15	44,229.16	5,996.42	50,225.58	251,843.21	223,583.54
April 1, 1949 to March 31, 1950	673,020.00	10,897.87	683,917.87	233	357,146.66	96,556.11	7,525.69	461,228.46	30	68,118.29	11,566.41	79,684.70	540,913.16	366,588.25
April 1, 1950 to March 31, 1951	738,128.00	22,025.12	760,153.12	262	469,313.43	121,070.39	10,428.52	600,812.34	43	109,776.08	22,623.57	132,399.65	733,211.99	393,529.38
April 1, 1951 to March 31, 1952	757,160.00	32,909.77	790,069.77	346	672,523.22	163,217.86	17,539.02	853,280.10	34	110,050.85	19,243.38	129,294.23	982,574.33	201,024.82
April 1, 1952 to March 31, 1953	1,523,109.50 Treas. Loan	44,618.12	1,567,727.62 650,000.00	402	872,822.29	224,444.24	22,666.55	1,119,933.08	34	77,532.91 Repayment of Treasury Loan	16,557.10	94,090.01	1,214,023.00 650,000.00	554,729.35
April 1, 1953 to March 31, 1954	1,731,607.00	71,198.19	1,802,805.19	485	1,158,382.37	315,218.70	29,077.02	1,502,678.09	35	89,586.43	18,759.20	108,345.63	1,611,023.72	746,510.82
April 1, 1954 to March 31, 1955	1,854,739.50	118,204.38	1,972,943.88	599	1,292,739.62	342,851.40	16,202.47	1,651,793.49	44	129,956.16	26,564.78	156,520.94	1,808,314.43	911,140.27
April 1, 1955 to March 31, 1956	1,967,426.00	117,258.45	2,084,684.45	561	1,347,428.66	321,325.97	6,539.96	1,675,294.59	34	98,369.90	17,719.13	116,089.03	1,791,383.62	1,204,441.10
April 1, 1956 to March 31, 1957	2,089,205.00	142,464.20	2,201,669.20	597	1,414,148.85	333,091.14	4,248.87	1,751,488.86	33	91,589.17	14,469.00	106,058.17	1,857,547.03	1,548,563.27
TOTAL	11,782,245.00	560,754.52	12,342,999.52	3,577	7,748,219.93	1,956,830.28	115,986.60	9,821,036.81	303	819,708.95	153,690.49	973,399.44	10,794,436.25	

(1) Class "A" judgment is one recovered against a known owner and/or driver which was uncollectable and may include damage for both personal injury and property damage.
 (2) Class "B" judgment is one recovered against the Registrar of Motor Vehicles for personal injuries received in so called "Hit and Run" accidents, where the motor vehicle causing the accident was not identified.

(3) A fee collected annually from each person issued an operator's or chauffeur's licence.
 (4) Money collected from judgment debtors in repayment of judgments paid out of the Fund.

DURING Year 1956

A. C. MACNAE,
REGISTRAR OF MOTOR VEHICLES

BINDING

APR 13 1970

